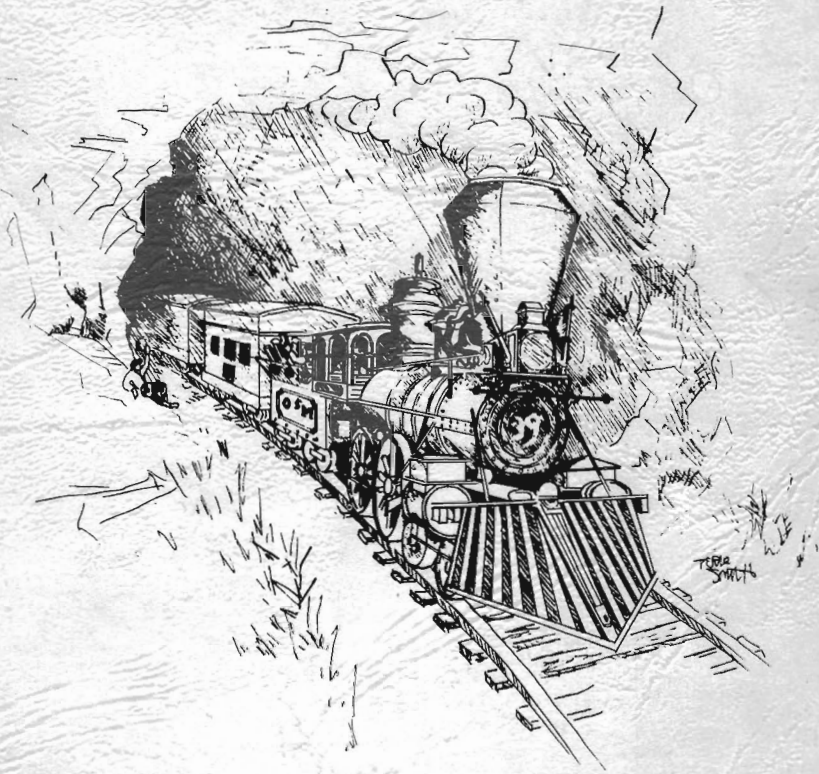


from the **OHIO** to the



# MISSISSIPPI

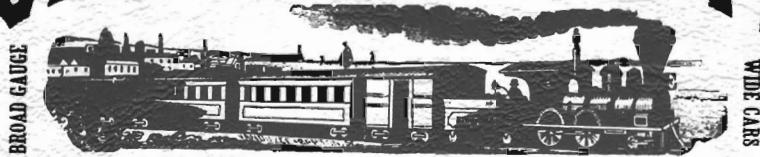
by Robert F Smith

A Story of a Railroad

# Cincinnati & St. Louis Route NEW YORK TO ST. LOUIS

CAIRO, VINCENNES, EVANSVILLE, LOUISVILLE & MADISON,  
VIA  
CINCINNATI,  
AND

1857 OHIO AND MISSISSIPPI 1857



## RAIL ROAD

**The ONLY Broad Gauge Railroad in the West!**  
COMFORT!—BROAD GAUGE SALOON CARS! THROUGH FROM CINCINNATI TO ST. LOUIS WITHOUT CHANGE

**Trains leave New York as follows:**

<b>NEW YORK &amp; ERIE R.R.</b>	Foot Duane st.	6 & 9 a.m. 5 p.m.
<small>Via Dunkirk or Buffalo, Cleveland and Cincinnati.</small>		
<b>HUD. RIV. &amp; N.Y.C. R.R.</b>	Chambers and Warren sts.	6:00 a.m. 12 m. 5:15 p.m.
<small>Via Buffalo, Cleveland and Cincinnati.</small>		
<b>CAMDEN &amp; AMBOY R.R.</b>	Foot Cortlandt st.	8 a.m. 11 a.m. 4 & 6 p.m.
<small>By the Pennsylvania R.R. via Freeburg, Columbus &amp; Cincinnati, and by the Baltimore &amp; Ohio R.R. via Wheeling, Columbus and Cincinnati, or via Parkersburg, Marietta and Cincinnati.</small>		
<b>PEOPLE'S LINE STEAMERS,</b>	Foot of Courtlandt st.	6:00 p.m.

Passengers by either the above Routes connect at Cincinnati with Ohio & Miss. RR  
For Seymour and Louisville, Vincennes and Evansville, Sandoval and Cairo, and St. Louis

**THROUGH FROM CINCINNATI TO ST. LOUIS WITHOUT CHANGE OF CARS!**

Only **ONE CHANGE OF CARS** between CINCINNATI, LOUISVILLE, EVANSVILLE, & CAIRO

The Cincinnati and St. Louis Route connects at St. Louis with the

**PACIFIC RAIL ROAD and MISSOURI RIVER PACKETS**  
FOR ALL PLACES IN

**KANSAS & NEBRASKA.**

CONNECTS AT ST. LOUIS WITH  
**PACKET STEAMERS for Memphis, Vicksburg, Natchez & New Orleans.**  
Also CONNECTING at CAIRO with STEAMERS for Memphis, Vicksburg, Natchez & New Orleans.

**2 DAILY TRAINS LEAVE CINCINNATI**

**At 9 A.M. and 7-15 P.M.**

THROUGH FROM CINCINNATI TO ST. LOUIS, WITHOUT CHANGE OF CARS

One Train on Sunday at 7.15 o'clock, P.M., through from Cincinnati to St. Louis, without change of cars

ASK FOR TICKETS VIA CINCINNATI AND OHIO & MISSISSIPPI RAIL ROAD

**Fare as low as by any other route.**

THROUGH TICKETS at New York by this reliable and comfortable Route can be procured at the following places:

NEW YORK & ERIE Office, 175, 193 & 211 Broadway, and Office Foot Duane St.	HAUT & OHIO R.R. Office, 229 Broadway, cor. Barclay St.
N.Y. CENTRAL Office, 207 Broadway, cor. Fulton St.	PENNSYLVANIA R.R. Office, No. 2 Astor House.
MISSOURI RIVER R.R. Depot, Chambers St.	SPALDING'S EXPRESS Office, 257 Broadway.
	PEOPLE'S LINE STEAMERS, Foot Courtlandt St.

**ISAAC WYMAN,**

Gen'l Western Agent O. & M. R.R., St. Louis.

**P. W. STRADER**

Gen'l Ticket Agent O. & M. R.R., Cincinnati.

ANY OF THE FOLLOWING COMPANIES

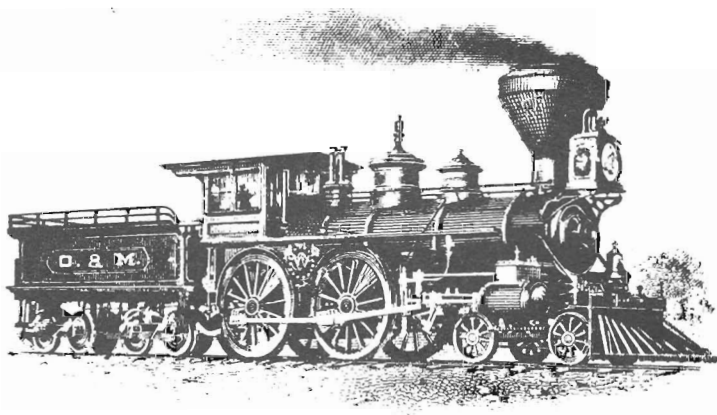
# THANKS

To our advertisers, the Engineers of Division 39, the author, and the advertising manager wish to convey our thanks for your generosity. We hope you are pleased with the result. Its nice to know we have so many friends. We are showing our appreciation by asking our members and friends to patronize YOU.

James Baber  
Local Chairman, Div. 39

Robert F. Smith  
The Author

Paul N. Fitts  
Advertising Manager





from the OHIO

to the MISSISSIPPI

by Robert F. Smith

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## TO MY FATHER,



CHARLES E. SMITH

whose prodigious memory and hearty encouragement  
made this book possible.

This picture was made on the day of his retirement, March 19, 1948.  
The man to the left is Angus Barricklow, the relieving engineer.

# IN THE BEGINNING

Contracts for the construction of the Ohio & Mississippi Railroad were signed in New York, N. Y., on November 14, 1851. The newly organized company was promised the support of eastern bankers in order to fill this last link in the projected transcontinental railroad. However, when it became apparent to the New York interests that Cincinnati financiers were even then building lines to the East to connect with the Pennsylvania and Baltimore & Ohio railroads with Philadelphia as their eastern terminal, they withdrew their support, causing a temporary financial embarrassment to the new company. With the help of a report by Professor Mitchell, the consulting engineer, new financing was found in the West so that not a single day was lost in construction. This was noted in the papers of the day as an extraordinary feat.

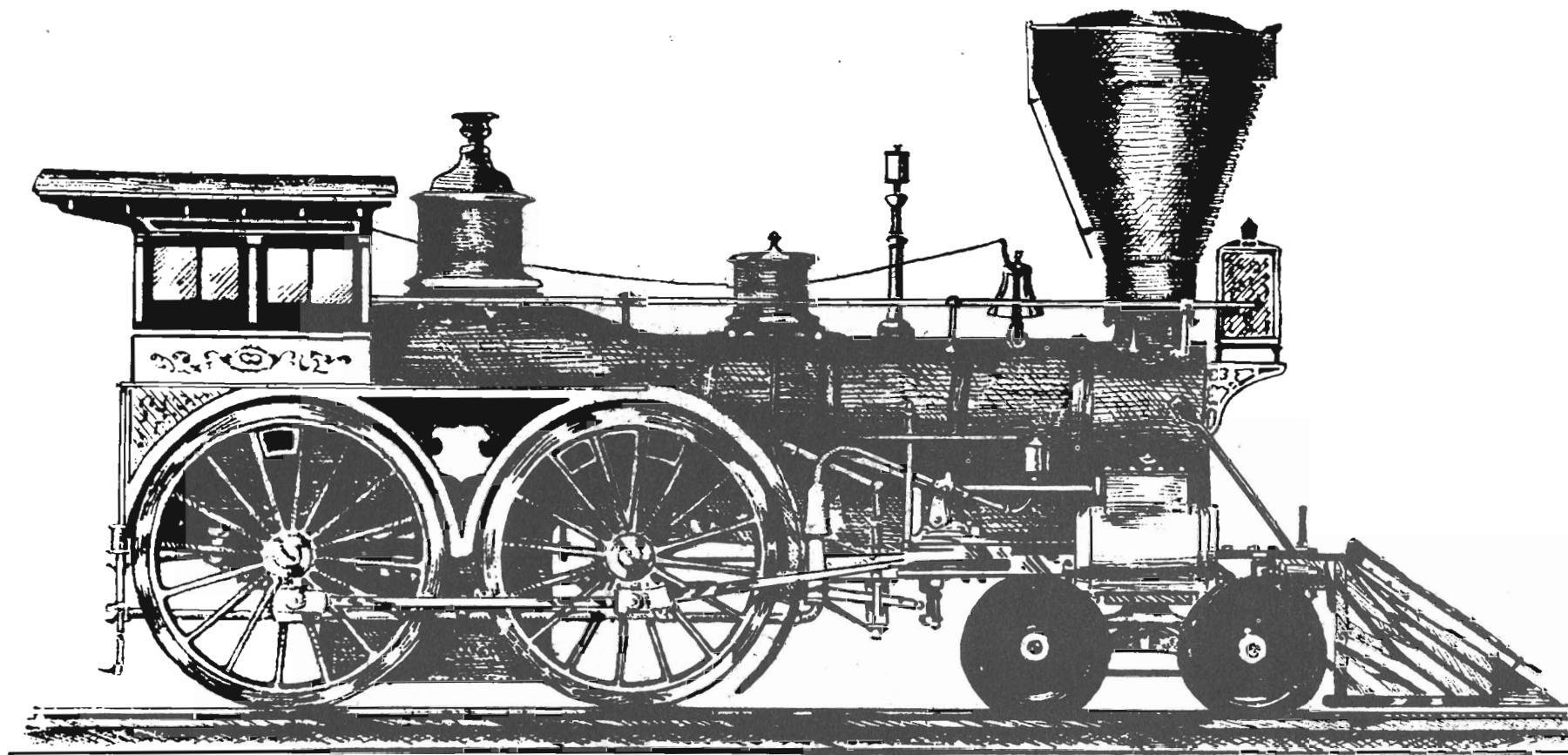
## ORIGINAL STOCKHOLDERS

Among the original stock holders in Indiana were:

Hagerman Tripp	Jennings County	John Cobb	Aurora
M. W. Shields	Jackson County	A. T. Ellis	Vincennes
R. Clements	Daviess County	C. M. Allen	Vincennes
Thomas Gaff	Aurora	John Ross	Vincennes

These men and others residing along the proposed road furnished much of the original capital. A. T. Ellis was elected to serve as the first president. The cost of the completed road was first estimated to be five million dollars. However, as the construction proceeded, more and more financial help was needed. These shareholders found it impossible to produce this additional amount and the banking interests took over the responsibility and management. The cost finally reached a figure of over twenty million dollars.

The company was incorporated in Indiana on February 14, 1848, in Ohio on March 15, 1849, and in Illinois on February 12, 1851. The charter granted by the State of Indiana provided that construction should not start in Indiana until the right of way had been granted on other states wherein the road should run. The charter of Illinois was the most difficult of the three to obtain. The legislature of Illinois had been hostile to any railroad that did not terminate at Alton. The idea being that this city might rival St. Louis. The honorable John Brough, editor of the Cincinnati Enquirer, and afterwards Governor of Ohio, took an active part in securing the legislation from Illinois that permitted the Ohio and Mississippi Railroad to have its western terminal at Illinoistown. The charter when finally granted by Illinois, required absolute commencement on or before February 12, 1852. On the 7th of February, the first ground was broken at Illinoistown by Colonel O'Fallon, the president of the western division, in the presence of the mayor of St. Louis, Professor O. M. Mitchell, the consulting engineer, and William Seymour, representing the contracting firm. A further commencement was made at Salem, Illinois on the 9th of February. Construction on the eastern division was started shortly after these beginnings on the western division.



## THE FIRST ENGINE

A DRAWING OF THE TYPE OF ENGINE that was purchased by the O. & M. from the various manufacturers when the railroad was first opened. This particular drawing by Roe Hudson is of an engine built by the Niles Locomotive Co. of Cincinnati. Nineteen of the first 48 engines purchased by the eastern division were from Niles.

## FIRST ENGINE ON THE TRACK

In December of 1853, a short run eastward from Illinoistown, Ill., was made by the first locomotive on the track, a Palm & Robertson locomotive built in St. Louis, Mo. On January 7, 1854, excursions were run on both the eastern and the western divisions, the one from the east running almost to Lawrenceburg, stopping a few miles eastward because of the incompleteness of the bridge over the Miami River, and the one on the west end ran from Illinoistown, Ill., to Lebanon, Ill. The bridge over the Miami River was finished on January 26, 1854, and by April 4, the road was open to Aurora, Ind. On this date a large number of people (700) made the journey from Cincinnati to Cochran and inspected the company's shops and buildings. A collation was served by Mr. Coleman, of the Burnett House of Cincinnati, and the visitors were greatly impressed with the train ride and the wide cars being built at Cochran for the use on the broad gauge roadbed. The rails of this new railroad were being laid at a distance of six feet from each other. This was known as the broad gauge. The normal gauge, or width between rails, which most railroads were using, was 4'8½". In the choice of gauge the Ohio & Mississippi was influenced by the Erie, an important eastern railroad, with which they hoped to exchange freight and passenger cars, and by English interests that had invested in the company. The six foot gauge was popular in England at this time.

## CONSTRUCTION IN JENNINGS COUNTY

The work on the O. & M. railroad was finished in Jennings County in 1853. The first engine that ran on the road in this county was #4. It was made by the Niles Locomotive Company in Cincinnati, Ohio and was shipped in parts down the river by boat to Madison, Indiana and hence to North Vernon via the J.M.&I. It was put together by McNab, the company engineer, who ran it for some time in the construction of the road. The first trip this engine made, it had coupled on behind it a four-wheeled truck which the track layers had used in running the iron rails from the J.M.&I. crossing to the end of the track. This was thought to be an eventful day in the history of the road and the town. In order to celebrate it properly, the engineer invited several citizens with their wives to take an excursion to the end of the track which was three miles west. As it happened, no ladies went, but a good many men and boys accepted the engineer's invitation and crowded onto the engine and on the improvised car. In coming back, about two miles from town, one of the wheels of the truck became displaced, which threw it off the track. Most of the men and boys on the truck jumped and saved their lives but two men were thrown on the track and one of them was killed instantly and another was mortally injured, having his back broken. Thus the gala occasion was turned into a tragedy.

## THE ROAD IS OPEN TO SEYMOUR

At 10 p.m. on June 6, 1854, the last rail was laid between Cincinnati and Seymour, Indiana. Through trains from Cincinnati to Louisville were now possible by way of the Pennsylvania Railroad at Seymour, Indiana. Trains between these points were begun on July 3, 1854. On June 29, 1854, Seymour donned her holiday attire to welcome the long wished for coming of the O. & M. Railroad within her midst. Under a large woodshed



that stood just south of Cincinnati Avenue and opposite the Ream House, a grand dinner was served by the ladies of the town in honor of the officials and others who were to pass over the road that day for the first time. The day's enjoyment was seriously marred by a most sad incident. Upon a flat car, attached to the excursion train, was a cannon which was manned by six men. On the train's arrival, a salute was fired, and an open keg of powder left standing on the car was ignited. A terrific explosion took place and all the men on the car were blown off, two of them were killed outright, and the other four were seriously injured.

Two of the obstacles that held back the completion of the railroad were the two tunnels that were being built, one at Tunnelton and the other seven miles east of Mitchell, Indiana, at which is now called the "Little Tunnel Cut." In 1855, the work on these two tunnels had progressed to a point where the larger of the two, at Tunnelton, which was to be 1200 feet long, was two-thirds finished, and over half of the 550 feet of the little tunnel was finished. On July 11, 1855, the complete western division from Vincennes, Indiana to Illinois, was completed, and on April 15, 1857, the last rail connecting Cincinnati to St. Louis was laid at a place called "Rock Cut", six miles east of Mitchell. Following is a story by a reporter from a Washington, Indiana, paper who attended the ceremony.

## DRIVING THE LAST SPIKE AT MITCHELL

*April 18, 1857*

*Weekly Telegraph*

*Washington, Indiana*

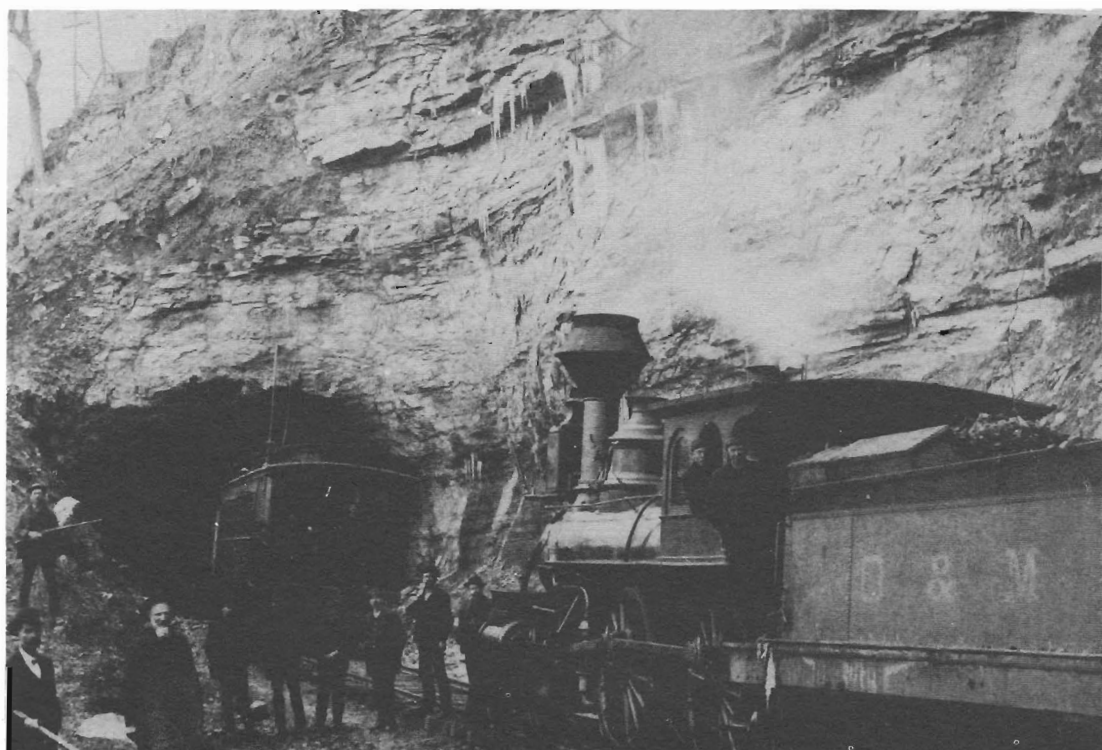
On last Wednesday I went out to witness one of the greatest events that ever took place in Indiana, to wit: the laying of the last rail on the Ohio and Mississippi railroad, or, in other words, the joining together of the two principal cities of the great Midwest, St. Louis and Cincinnati. The train on which I went left Washington between ten and eleven in the forenoon. In the crowd in which I had the honor of joining on that occasion, were many really great men. Among them I might mention Holmes of the St. Louis Republican, ex-Mayor King of St. Louis and Mr. Page of Page Bacon & Co., construction engineers of western division.

After leaving Washington, our first stopping place was at a woodyard a few miles west of a new town that has sprang into existence since the commencement of the road, named Loogootee. After taking on a load of wood, we passed Bellegrade and soon came to the vicinity of the White River. This is indeed a romantic region of country. High rocks and rugged hills towered above us on either side. When we reached the river, we ran right along the brink for several miles. On our left was high rocky hills in the base of which the road was cut. On our right was the river, the most delightful little stream I ever saw, whose opposite bank was also composed of rugged elevations.

We crossed White River on a very substantial bridge and stopped on the opposite bank in a new town called Memphis. Leaving Memphis we came to Beaver creek, up the valley of which we passed some ten miles, crossing the stream not less than twelve or fourteen times. The road here is very crooked, winding around to almost every point on the compass. The country is very rough; in fact, it might be called mountainous. A person in the car told me that at many places in the center of Beaver Creek Valley the sun could not be seen but six hours a day. We passed a little town up there in the hills but I did not learn its name.

One of the most interesting things in the Beaver Creek Valley is a water tank belonging to the company. Instead of having to be supplied by a force pump, as is usually the case, the water is brought from a large spring that gushes from the rocks many feet above, and is conveyed down into the vessel. In due time we arrived at Mitchell, a flourishing little place, just springing up at the crossing of the New Albany and Salem road. To while away the time, the conductor of the N A & S train asked if we would like to take a ride on his road. All accepted the N A & S invitation and we were steamed out seven or eight miles and back in a very short while. The ride was a very pleasant one for the road was permanent and in good order.

Some six miles out from Mitchell on the O. & M., we came to the spot where the important event was to take place. The track from each direction lacked but a few feet of being together and both parties were working like tigers. On the other side of the opening, a train was standing that had just arrived from Cincinnati. To this, we were all invited, where, in a car brought out for the occasion, we partook of excellent and bountiful refreshments. Speeches were made and toasts drank until all were satisfied and word arrived that the last rail was ready to go in place. We repaired to the place and the last two spikes were driven in place by Mr. Page in behalf of St. Louis and Mr. L'Homidian in behalf of Cincinnati. We then all boarded the train from Cincinnati and all went to St. Louis together.



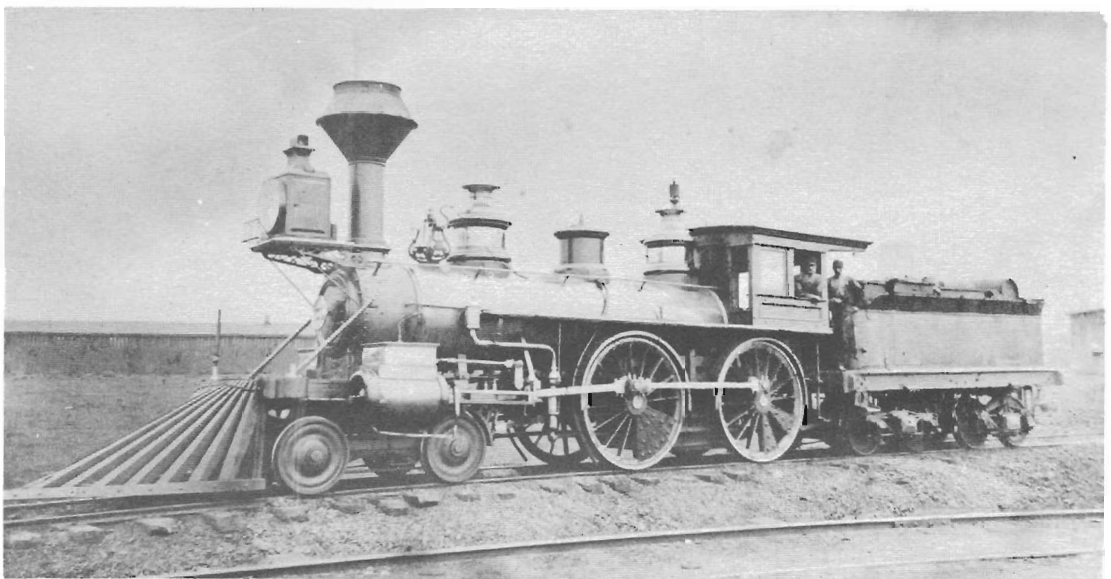
*Credit: Lester Sloan*

**A WORK TRAIN AT THE SITE OF THE LITTLE TUNNEL**, now the little tunnel cut, a few miles east of Mitchell, Indiana. Engineer Ike Apgar and Fireman Tim O'Day are in the cab. The conductor, Cliff Robertson, with shiny buttons, stands in front of the engine. The man with the white beard was the tunnel watchman. Several hunters are in the picture.

# THE GREAT RAILWAY CELEBRATION OF 1857

On June 2, 1857 special trains left the New Camden station of the Baltimore & Ohio railroad for the long trek to the Mississippi where the passengers were to join with the inhabitants of St. Louis in celebrating the coming of the railroad to that city. On the list of those who received and accepted the invitation of the B. & O. and its affiliated companies to ride on the new route to St. Louis were many distinguished men. Lewis Cass of Michigan, Secretary of State, represented the President of the United States. Among the other noted guests were Henry Ward Beecher, George Bancroft, William Aspinwall, Charles Dana, Henry Bowen, Abram Hewit (son-in-law of Peter Cooper), Commander M. C. Perry, William G. Fargo, and the French Ambassador in Washington. The list of invitations was long and distinguished. It was fully three times as long as the list of those who made the trip. Even so, the available equipment was filled to capacity. As these trains reached Cincinnati on June 3, they were greeted by vast numbers of people. The fire companies and the militia were out and there was an abundance of music from the many bands. That evening, there was not one, but many formal dinners in Cincinnati. Vast amounts of food . . . and drink . . . were partaken of. Speeches were made by the hundreds, and finally, in the classic shades of the Burnett House, a great ball was held that was to live for long years in the annals of the place.

On the morning of June 4, 1857, two fine trains of the Ohio & Mississippi broad gauge railroad left Cincinnati at 6 a.m. and 6:30 a.m. for the final lap to the Mississippi River and St. Louis. From 1,200 to 1,500 people traveled on the two excursions. The first train carried the city councils of Baltimore and Cincinnati, the officers of the Marietta & Chillicothe, a portion of the police department of Cincinnati and a large number of ladies and about fifty members of the press. The first train consisted of ten coaches and the second of eight. The cars and engines were handsomely decorated, making a showy appearance as they dashed over the road. The rear car of the first train, which carried the directors of the O. & M. and their families, was fitted up in four compartments. In each compartment were two sofas, each seating two people and capable of being made into berths for the same number.



*Credit: Mrs. John Buhner*

**O. & M. ENGINE #30, with Engineer Henry Buhner aboard in the 1880's at Mitchell, Indiana.**

Shortly after six o'clock, we got under way and were whirled along at a rate of fifteen miles an hour. When we reached the Old Homestead of Gen'l Harrison at North Bend the pumps of the engine gave out and a delay of one-half hour was the result.

General surprise was expressed by the guests on finding the railway so smooth and equal, taking into consideration the short time it had been finished. Its broad guage and commodious well furnished cars, together with the fine scenery of the route, rendered it a most delightful road to travel over. Every precaution had been taken to make it a safe and pleasant trip. Extra locomotives were passed at convenient points along the line with steam up and fretting to be free, ready to take the place of any that would be disabled. Flagmen were distributed at intervals of one mile to watch the track closely and signal the trains should any sort of danger present itself. Upon arriving at Fort Ritner (named after one of the engineers of the road), a bountiful cold collation with coffee was partaken of in the partially finished station.

At Vincennes, a hot meal awaited us and soon after, we were called back to the train. The double locomotives had now been dispensed with and two new and beautiful iron steeds took their place. They bore the names San Francisco and Sacramento. As the train approached the Mississippi River at Illinoistown, it was nearly midnight but hundred of pine torches, which had been planted in the ground of both sides of the track, brilliantly illuminated the scene. The arrival was instantly announced to the citizens across the stream by the firing of cannon from the bluffs. A great concourse of people had crossed to the Illinoistown station to meet the excursionists and they greeted us with long and loud shouts of welcome.

Four large and elegant Mississippi River steamers, the Reindeers, Baltimore, Illinois, Die Vernon had been moored on the Illinois side of the river near where the trains stopped. These presented a pretty spectacle in the darkness of the evening. The guests were immediately escorted on board these boats and after a sumptuous meal, retired for the night.

During the night, the St. Louisians celebrated the occasion by plentiful displays of fireworks, by which the strangers, if they chose, obtained a fine view of the great city across the river lighted by its thousands of gas burners and its long levee brilliantly lit with its glare of torches, Roman candles, Grecian fires, and other pyrotechnic devices.

After breakfast and a short jaunt up the river, the landing was made at St. Louis at nine o'clock the next morning. During the crossing of the river, the Missouri Artillery Company fired a salute of 100 guns. Bands were playing along the line of procession awaiting us, cannon roared in glorious confusion and the crowd yelled in delirious enthusiasm. A large parade to the fair grounds was several miles long and took over two hours to pass. After arriving at the fair grounds we were welcomed by the leaders of St. Louis and replies were made by officials of the railroad and their eastern guests. After the speeches, which were very pleasing to the exciting group, a sumptuous meal was served.

*April 21, 1853—New York Times*

Fifteen locomotives have been purchased and cars are being delivered at the rate of 20 per month. Ten thousand tons of iron have been purchased and 4,000 laborers are employed.



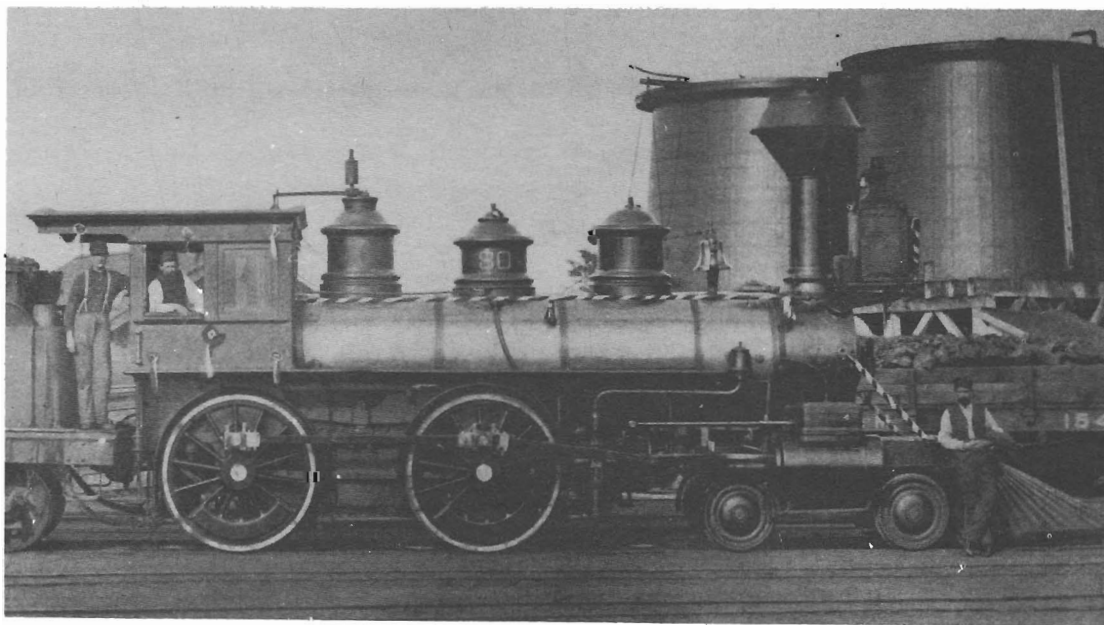
# ACQUISITIONS

Additions to the original right-of-way of the Ohio & Mississippi Railway were made through purchase at foreclosure of the Springfield & Illinois South-Eastern Railway and the building of the Louisville Branch, the Bedford Branch, and the track extension between Watson and New Albany, Indiana.

The Springfield & Illinois South-Eastern Railway Co. was incorporated on February 8, 1870 in Illinois and was made part of the O. & M. through purchase by the latter company at a foreclosure sale on January 1, 1875 for \$1,700,000 in bonds secured by a mortgage on that part of the railroad that later was to be known as the Springfield Branch. The acquisition of this company added 222 miles to the O. & M. and consisted of two disconnected main lines, one from Shawneetown to Tower Hill, Illinois, the other from Pana to Beardstown, Illinois. It was originally a consolidation of two companies; the Pana Springfield & North-Western incorporated February 16, 1865 and the Illinois South-Western Railway Co. incorporated February 25, 1867.

The Louisville Branch was built on the right-of-way from North Vernon to Jeffersonville, Indiana, a distance of 55 miles, that had been surveyed and had \$500,000 spent on it by the Fort Wayne & Southern Railroad Co. before that company failed and was purchased at a foreclosure sale by the Indiana Southern Railway Co. The O. & M. obtained the roadbed of the Louisville Branch in 1868 through purchase from the Indiana Southern. The Louisville Branch was opened to traffic on December 30, 1869, with the last spike festivities taking place at Lexington, Indiana where a dinner and grand ball was staged by the contractors.

The extension of the Louisville Branch from Watson to New Albany, Indiana, was built by a proprietary company, the New Albany Eastern, in 1887, a distance of eight miles, and gave the O. & M. access to the new bridge over the Ohio river from New Albany, Indiana to Louisville, Kentucky, that was being built by the Kentucky & Indiana Railroad Co. in which the O. & M. had a financial interest.



*Credit: Al Swazey*

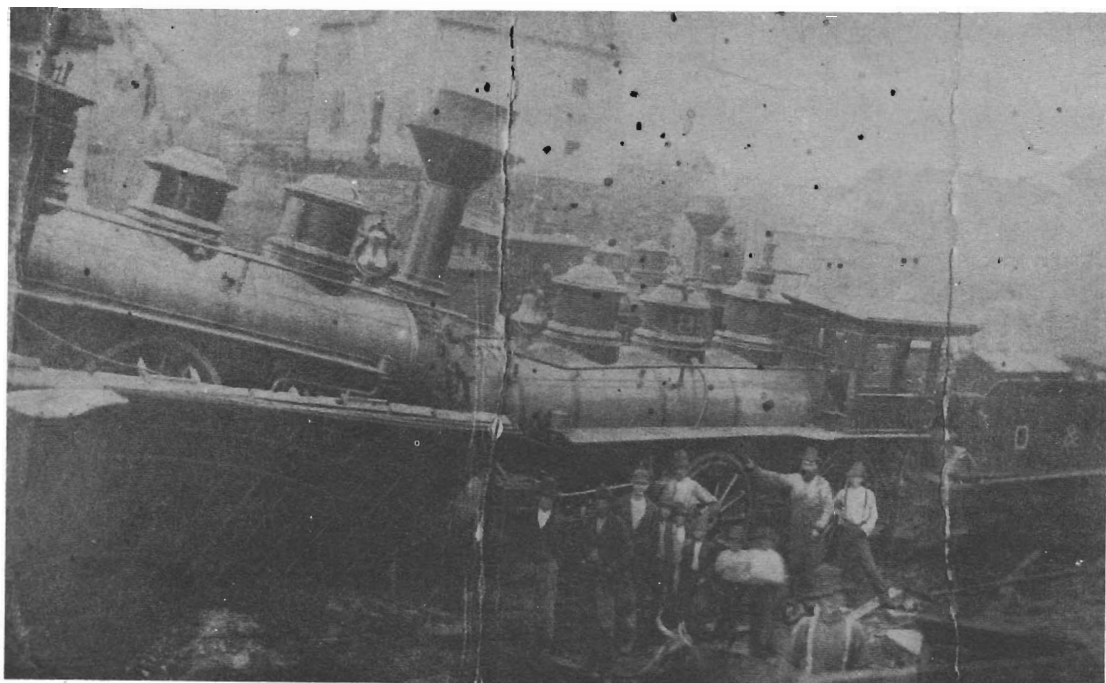
O. & M. ENGINE #80 is shown on the ready track at Seymour, Indiana, after being rebuilt following a wreck on May 12, 1875. Engineer James Baker was killed when his engine, attached to a passenger train, was derailed in the west end of Seymour by the malicious tampering of a switch.



The Bedford Branch was built by a proprietary company to serve the stone quarries in that area. It consisted of track from Rivervale on the O. & M. to Bedford, Indiana and was incorporated September 4, 1889 as the Cincinnati & Bedford Railway Co. The first six mile section to the Tanyard Creek Stone Co. was opened in August 1890. A further extension to Mitchell Hollow of a mile and a half was opened in May 1891, and the entire eleven miles to Bedford was opened September 1893. Of the three quarries along the road it was built to serve, all were out of service by 1901, but a significant business was being done in moving other shipments of stone from Bedford to Rivervale where they were taken over by the Bedford Stone Railway for shipment to Stonington, Indiana where the stone was cut and then reshipped over the B. & O. S. W. A large plant owned and operated by the United States Portland Cement Co. was built near this branch and was a source of revenue until 1910 when operations were abandoned. World War I brought an upsurge in business but operations after the war ceased to be profitable. The last scheduled trip into Bedford was made on January 31, 1924.

The Bedford Stone Railway was a privately owned railroad and was never a part of the O. & M. It was incorporated February 15, 1901 with capital stock of \$50,000. It was opened to traffic in the same year. Originally, it was slated to be built from Rivervale, Indiana on the B. & O. S. W. to Leipsic, Indiana on the Chicago, Indianapolis & Louisville Railroad, a distance of eight miles. Only three miles from Rivervale to Stonington were built. The bulk of the traffic consisted of stone hauled on flat cars to the Stonington mills where it was cut and then reshipped over the B. & O. S. W. It proved to be a very profitable operation for a number of years due to a favorable contract with the B. & O. S. W. The contract was terminated in 1914 by the B. & O. S. W. and the profitable existence of the railroad ceased with it. In 1917, the line was abandoned.

## SHOALS, INDIANA      April 26, 1880



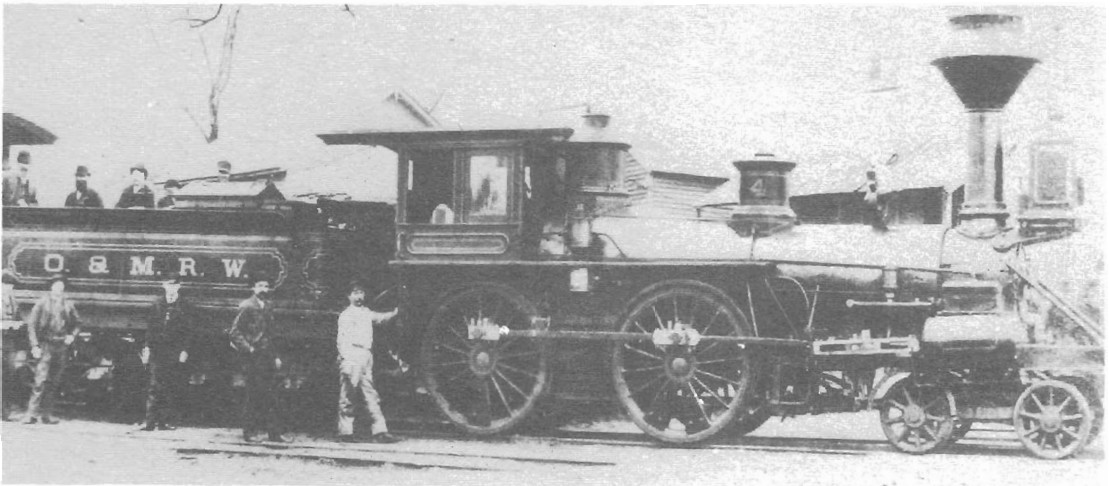
*Credit: Mrs. John Buhner*

A COLLISION OCCURRED AT SHOALS, INDIANA, between a passenger train in which Henry Buhner was engineer and Harry Borders, fireman and a freight train of which Americus Donnell was engineer. No serious injuries resulted although the property damage was high.

# OWNERSHIP TITLE NOMENCLATURE

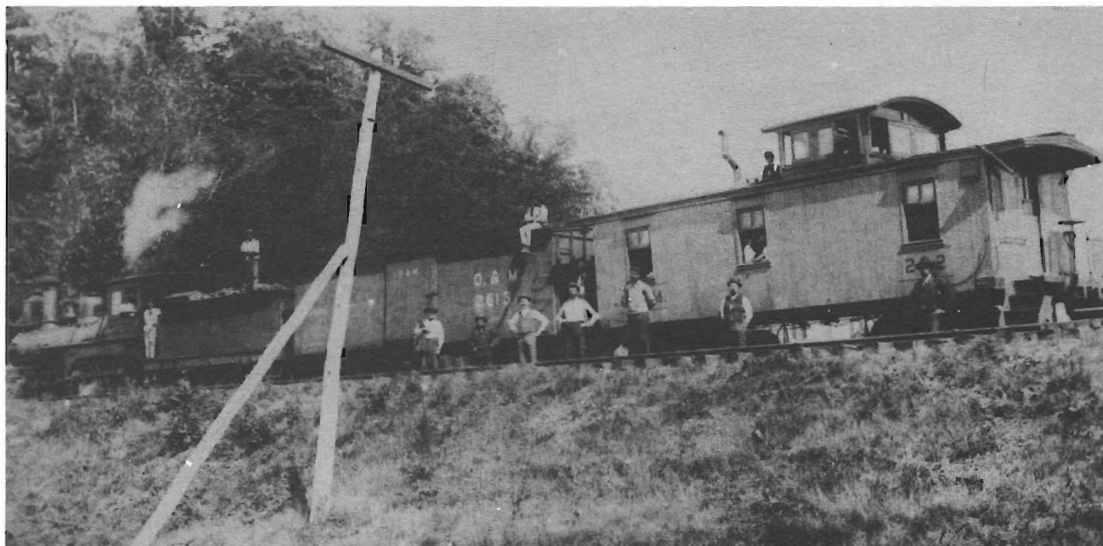
The railroad commonly called the Ohio & Mississippi was built by two companies. The section from Cincinnati to Vincennes by the company officially known as *The President and Directors of the Ohio & Mississippi Railroad Co.* The section from Vincennes to St. Louis was built by *The Ohio & Mississippi Railroad Co.*

The plan agreed upon by the directors of the two divisions was for the two divisions to have the same consulting engineer (O. M. Mitchell) and the same construction company (H. C. Seymour) in charge of building the entire railroad. A merger of the two divisions was contemplated as soon after completion as possible. After completion, the anticipated income of the new road was below expectations, and coupled with the financial crisis the country as a whole suffered in the Autumn of 1857, both companies were soon insolvent. On April 8, 1860, the eastern section was placed in receivership and operated by J. W. Alsop. The receivership lasted until Jan. 9, 1867 at which time the eastern half was reorganized under the title *The Ohio & Mississippi Railway Co. (First Corporation)*. The western division was foreclosed upon and sold on June 2, 1862 and the new company was titled *The Ohio & Mississippi Railway Co.* Both of these companies *The Ohio & Mississippi Railway Co. (First Corporation)* the eastern, and *The Ohio & Mississippi Railway Co.*, the western division, were consolidated into one company on December 28, 1867, and the consolidated company was titled: *The Ohio & Mississippi Railway Co. (Second Corporation)*. This consolidated company operated the railroad from this date, Dec. 28, 1867, until the railroad was consolidated with *The Baltimore & Ohio South-Western* on Nov. 1, 1893, excepting the period Nov. 17, 1876 to March 31, 1884 when it was operated by receivers. The Baltimore & Ohio South-Western was taken over financially on July 13, 1899 through ownership of its capital stock by the Baltimore & Ohio Railroad.



Credit: Dr. Carl Bogardus

O. & M. ENGINE #4, attached to a passenger train, stopped at the depot in Vincennes in 1875.



*Credit: Ora Emery*

THE LOCAL AT RIVERVALE IN THE 1880's. Roll Emery was the engineer, Frank Green the fireman, and Ed Jennings the conductor.

## RAILROAD FACILITIES TO BE BUILT AT AURORA

*October 28, 1852—Vincennes Gazette*

The O. & M. will locate their car and locomotive building facilities at Aurora, Indiana on twenty acres of land that has been purchased.

*April 13, 1854—Vincennes Gazette*

The machine shops are situated about two miles from Aurora in a beautiful little valley surrounded by gently sloping hills. These afford beautiful sites for the workmen's dwellings. Two acres of land were donated for this purpose by G. W. Cochran, who owns 500 acres in this area. The principal machine shop is of stone and measures 250'x 140'. There also is an adequate blacksmith shop, car shop and paint shop. Stabling is provided for 32 of the company's iron horses.

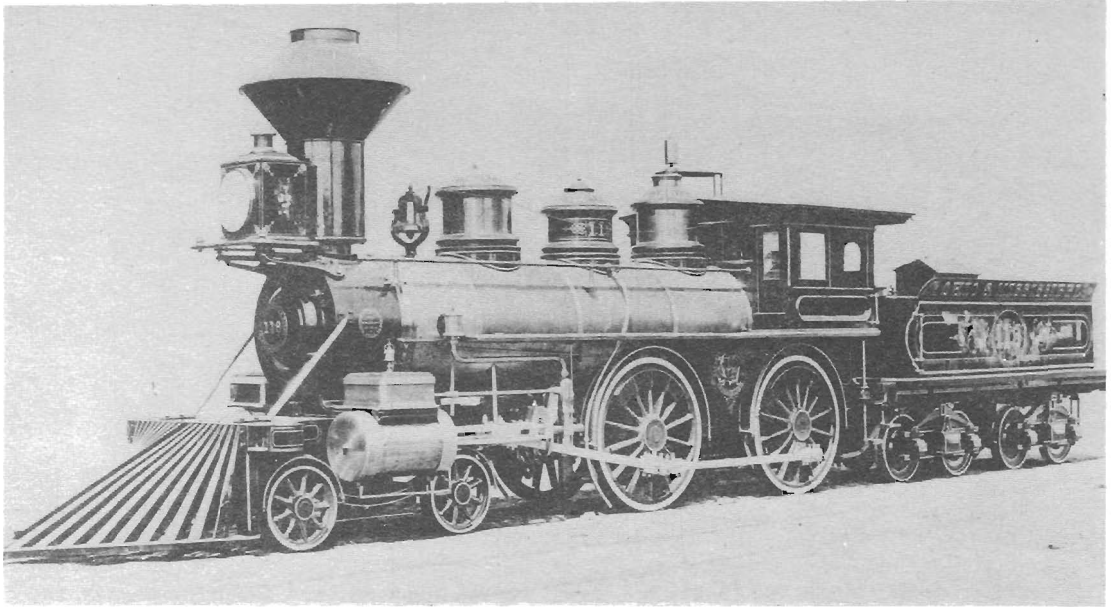
## RAILS ON THEIR WAY

*April 7, 1853—Vincennes Gazette*

Thirty tons of iron and one locomotive have been shipped from New York to Vincennes. It will arrive here when the water level will permit passage for the boats.

*April 21, 1853—New York Times*

Fifteen locomotives have been purchased and cars are being delivered at the rate of 20 per month. Ten thousand tons of iron have been purchased and 4,000 laborers are employed.



*Credit: John H. White, Jr.*

**ENGINE #118** that was purchased from the Baldwin Locomotive Company after the gauge had been narrowed by the O. & M. in 1871.

## HEAVY RAINS CAUSE WRECK

*June 4, 1858—Vincennes Western Sun*

A freight train ran off the track at Shoals owing to the track having settled after the heavy rains, the engine turned over killing Engineer Frank Kellog and Fireman Theodore Temple, both of Vincennes.

*June 19, 1858—Vincennes Western Sun*

Several hundred feet of the trestle work on the west side of the Wabash was washed away. Eight of ten heavily loaded box cars had been placed on it to hold it down but everything was washed away by the force of the water.

*May 21, 1858—Vincennes Western Sun*

The Belgrade levee was breached by flood waters. 800 or 900 feet of track has been washed away. Rail service will be disrupted indefinitely.

*May 28, 1858—Vincennes Western Sun*

Trestle work at Medora has been washed away by the high water.

## ENGINE EXPLODES AT MITCHELL

*June 11, 1858—Vincennes Western Sun*

The locomotive on a freight train exploded at Mitchell, Indiana, killing the engineer, Nat Adams, and severely scalding Fireman Andrew Blauvelt.

## COLLISION AT SHOALS

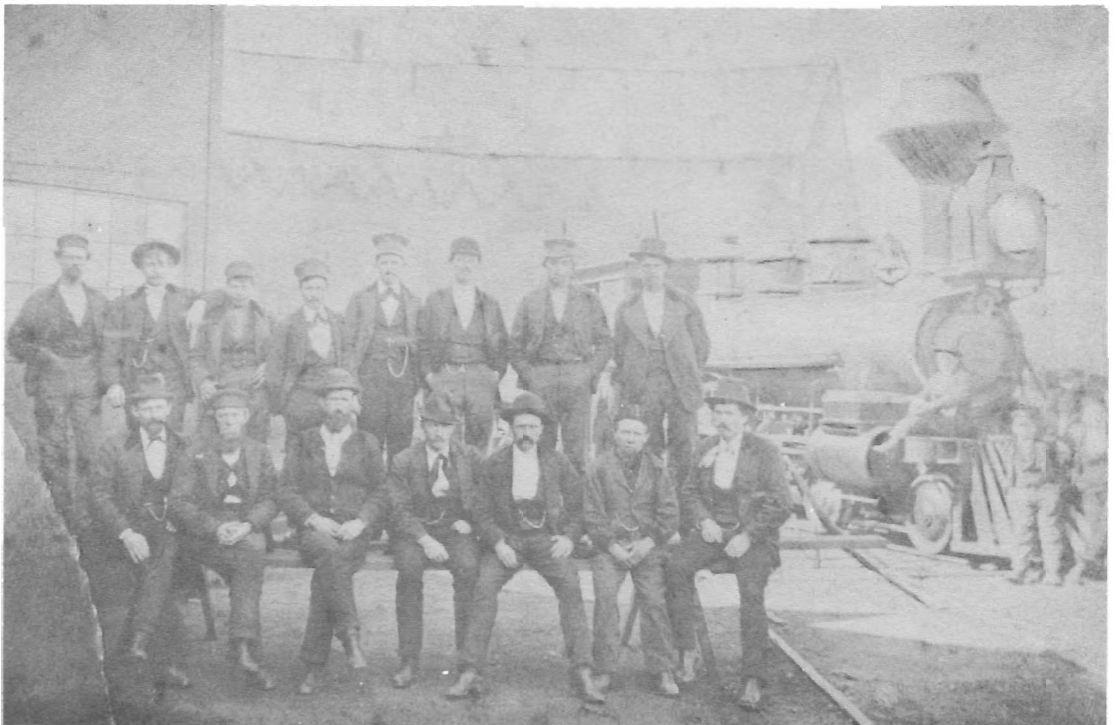
*October 16, 1858—Vincennes Western Sun*

Two freight trains collided on a bridge one mile east of Shoals, Indiana. The west bound train which was going thirty miles an hour at the time of impact was said to be sixteen minutes on the time of the other. George Redman, the west bound engineer, and Marion Steele, the fireman, were instantly killed. Dan Ryan, the brakeman, died of his injuries. James Baker, the engineer of the east bound train, reversed his engine and whistled for brakes. He stuck to his engine until just before they hit and then he jumped and saved his life.

## NEW BRIDGE OVER MIAMI DEMOLISHED

*June 29, 1861—Vincennes Western Sun*

A severe gale passed over Lawrenceberg yesterday, demolishing three spans of the new bridge of the O. & M. R. R. over the Big Miami river. It will be several weeks before the damage can be repaired. In the meantime, passengers and mail will use the old bridge and freight will be transported to Cincinnati by boat.

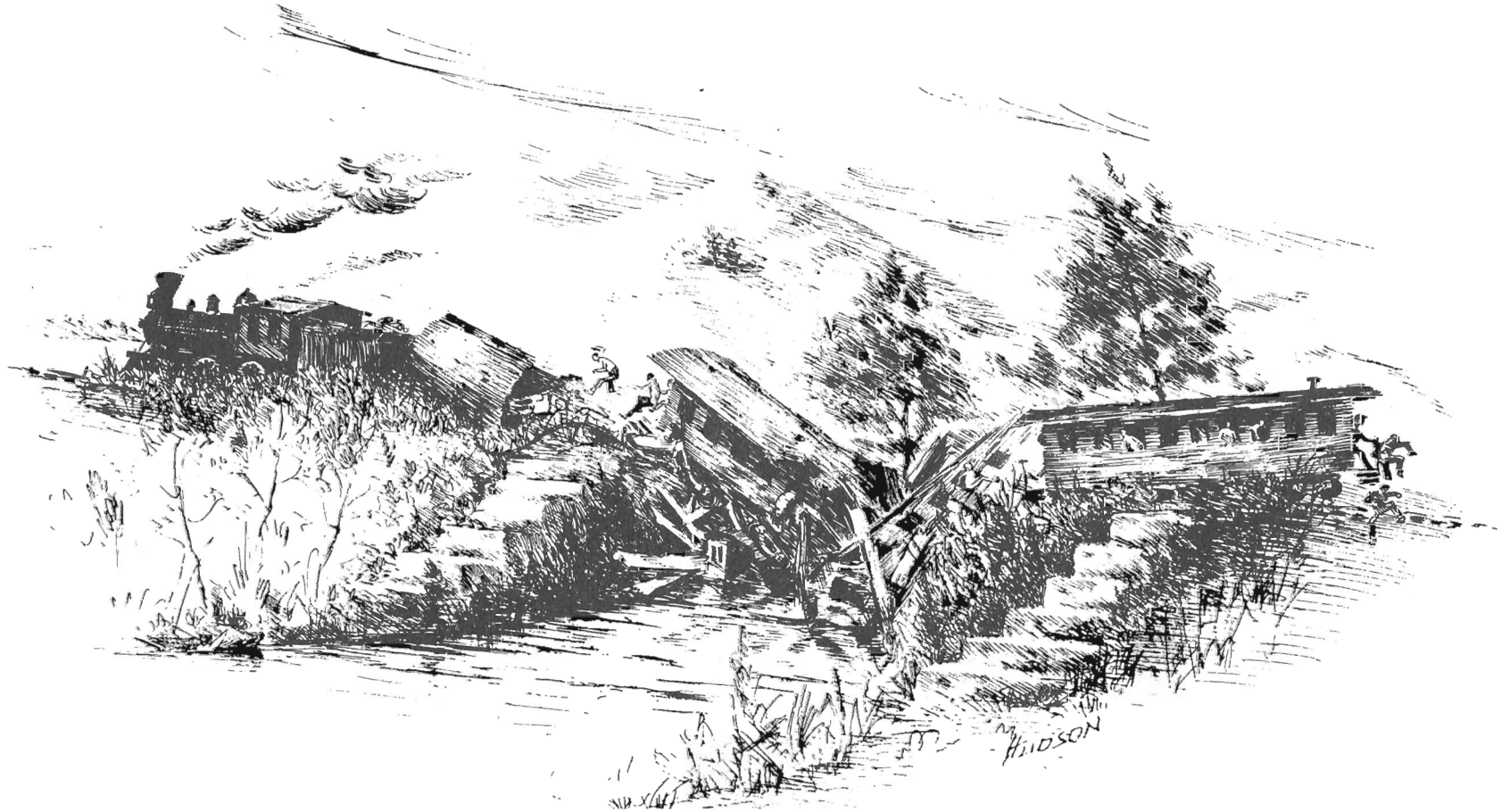


**A GROUP OF 1880 "HOG HEADS"** pictured by the O. & M. roundhouse at Seymour, Indiana. Mel Boone, Elgin Marsh and the two Donnells brothers are known to be in the picture. The two Donnells brothers are standing in the center at back with John at right of Americus. Mel Boone is seated second from left.

*Credit: Pete Ross*



# WILLOW VALLEY, INDIANA, September 17, 1861



*Credit: Drawing by Roe Hudson*  
A drawing depicting the wreck of the O. & M. troop train at Willow Valley in 1861 as described in the story below. The drawing was made from an old pencil sketch of the wreck.

# TROOP TRAIN WRECKED AT BRIDGE-MANY DEAD

On September 17, 1861, a troop special on the Ohio & Mississippi railroad, containing a portion of Col. Torchin's 19th Illinois Regiment, was wrecked at Bridge 48, west of Willow Valley. The bridge collapsed and, in the ensuing pileup, 40 men were killed and 100 others were injured. The troops were enroute from Cairo, Illinois to Cincinnati, Ohio and Washington, D. C.

A special rescue train with physicians and nurses from Cincinnati was dispatched to the scene of the accident where they took on board the dead and wounded and headed back east. A stop was made at Seymour, Indiana where the inhabitants, men and women, turned out to assist in washing and dressing the injured men.

A reporter from the Cincinnati Daily Commercial accompanied the rescue train to the wreck and reported the scene as follows:

"After the train left, our reporter proceeded a few rods further, toward the scene of disaster. His first sight was that of a car thrown off the track some twenty yards from the bridge; the next, that of another car standing on end. He then learned that at ten minutes to nine on the night previous, the train, consisting of six cars carrying about 250 men of the 19th Illinois Regiment under Col. Torchin, had broken the bridge down under the following circumstances: The engine passed the bridge in safety, the first car was thrown off the track, but ran a place twenty yards beyond the bridge; the second car fell directly into the creek, hind end downwards; the fourth and fifth cars ran on top of the third, crushing it flat as a board. In the third car was Company I, where the greatest mortality took place. The sixth and last car, containing the field officers and their attendants, was not injured.

"Those who escaped represent the scene as full of every conceivable horror. Fires were soon lighted on the banks, messengers were dispatched for assistance, and the work of rescue begun. All the while, the air resounded with the groans, prayers and imprecations of the sufferers."

"A train was sent down from Mitchell with a detachment which had arrived there." "Before daylight, eighteen bodies were recovered in addition to rescuing all the living. Lieut. Wooten was caught by both legs between two platforms and it required three quarters of an hour to saw him out, every blow of the axe causing intense agony. A colored servant was two hours undergoing the operation of rescue. A brakeman with an arm and leg both broken, crawled from under the bottom car to a place of safety.

The water in Beaver Creek over which the bridge passes was about three feet deep. "Fortunately, both the regimental surgeons, their hospital steward, and Lieut. Kellot, also a physician, were in the forward car and escaped injury. Companies I and G were the greatest sufferers—the latter entire company, except Lieut Bridges and two corporals, were more or less injured. Colonel Torchin, Lieut. Kerlott and Major Moore were accompanied by their wives. These ladies not only rendered valuable assistance in dressing the wounded but tore their undergarments off their persons to make bandages."

The railroad company asked that the Chamber of Commerce of Cincinnati, Ohio, appoint a committee of mechanics to inspect the bridge and give an opinion as to the cause of the disaster and on September 25th, 1861 submitted an opinion that a broken rail just preceding the bridge was the cause.

# ENGINE EXPLODES AT NORTH VERNON

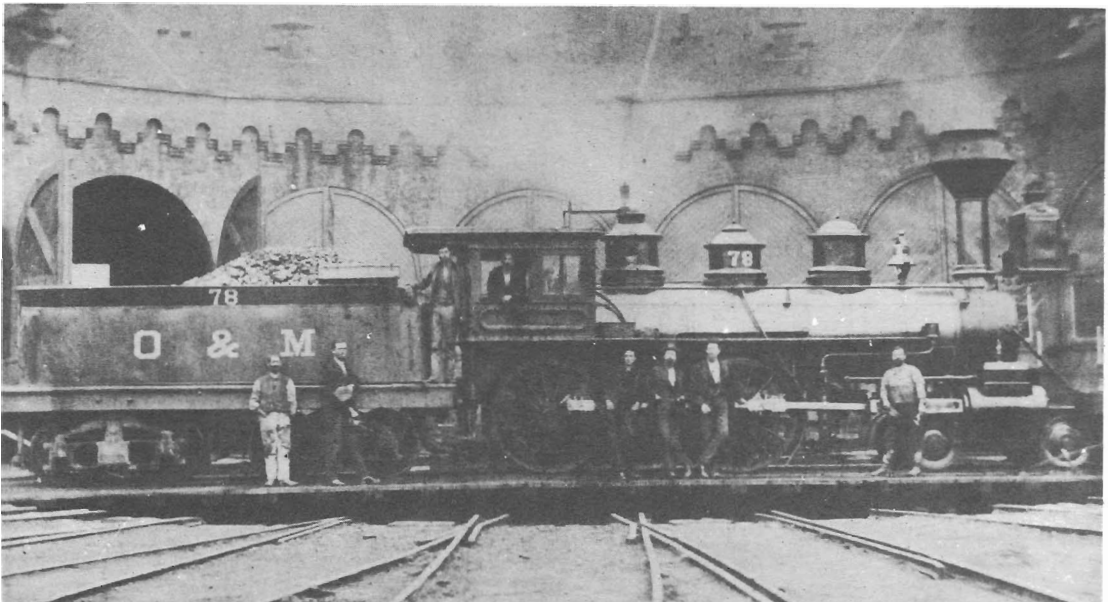
*June 18, 1863—Cincinnati Commercial*

The boiler of one of the wood engines of the Ohio and Mississippi exploded yesterday at noon near North Vernon. The engineer who was slightly scalded says the steam was at 110# a few seconds before the accident and that he had four gauges of water at the time. He stated that he had been running with a light train for several days before, using only a cord of wood per sixty miles. His engine had been standing eight minutes. It was a Taunton engine, of the best in the country, admirably made of  $\frac{3}{8}$ " Juniata boiler plate. It was the round and strongest part of the boiler that gave way.

## EXPLOSION ON MILL CREEK

*September 4, 1863—Vincennes Western Sun*

The locomotive attached to the construction train on the O. & M. exploded Thursday morning when two and a half miles east of Mitchell. Engineer John Anderson was killed and Conductor Ostrander was slightly injured. The train was on a heavy grade, going up Mill Creek Hill, and the fireman, who was uninjured, was up ahead of the engine sanding the rail. The engine was shattered to bits.



*Credit: Pete Ross*

O. & M. ENGINE #78 on the turntable at the old Seymour Roundhouse in 1875. Engineer John Little, later killed at Cochran, is standing holding his cap. Andy Ross, the roundhouse foreman, is in the center of the three men standing by drivers.

## CIVIL WAR ITEMS

*November 22, 1861—Vincennes Western Sun*

Five hundred marines passed through on the O. & M. yesterday for service on the Mississippi River.

*January 17, 1862—Vincennes Western Sun*

Doubleday's splendid cavalry regiment passed over the O. & M. yesterday. They are headed for Kansas.

*March 20, 1862—Seymour Times*

Four hundred and fifty men with horses passed through on the Ohio & Mississippi Railway. They were a calvary regiment raised at Piqua, Ohio and were on their way to the wars in Missouri.

*May 20, 1862—Seymour Times*

There was a large gathering at Seymour, Indiana, to celebrate a flag raising on the property of the O. & M. The pole was 131 feet high. One third of the way up was a platform for any speakers having the nerve and desiring such an elevated position. The pole was surmounted by a large globe, below which was a large flag.

*Sept. 13, 1862—Vincennes Western Sun*

An Ohio & Mississippi troop train was wrecked at 9 o'clock Monday evening in which 12 members of the 95th Illinois Regiment were killed and 80 were injured. Among the killed was Capt. Kelly of Effingham County. The regiment was made up of recruits from Jasper, Clay, Effingham and Richland counties.

*October 4, 1862—Vincennes Western Sun*

An explosion of the boiler of a locomotive of an O. & M. freight train eight miles east of St. Louis killed Engineer Brooks and his fireman.

*May 18, 1863—North Vernon Sun*

John Yates, a conductor of the O. & M., who has enlisted in the union forces, was captured aboard the gunboat Indianaola at Vicksburg. The Indianaola was built at Cincinnati and was thought to be impregnable with two 11" guns and two 9" guns. It was disabled by confederate rams that damaged the rudders and made it unmaneuverable. The crew was captured. The confederates later blew the boat up because they believed a force was coming to effect a rescue.

*August 18, 1863*

Three cars of one of the trains conveying the 51st Pennsylvania Regiment 9th Corp ran off the track a little east of Shoals Sunday evening and two soldiers, who were riding on top of one of the cars were killed and three or four others were injured. The train was delayed 2 hours.

*January 1, 1864—Vernon Banner*

The Ohio and Mississippi railroad still retains its reputation for smash-ups. The passenger trains on the road having been off the track six or seven times last week. On Friday night the westward bound express train was thrown from the track near Oakdale, by means of a broken rail, and two or three cars capsized. General McCook and General Butterfield were in the rear car, and the former received a slight wound in the head. Several others were slightly injured. After the train got under way again and before reaching North Vernon, Indiana, Fireman Kilpatrick fell between the tender and baggage car and was instantly killed.



## BROAD GAUGE TO JERSEY CITY

*August 30, 1864—Cincinnati Commercial*

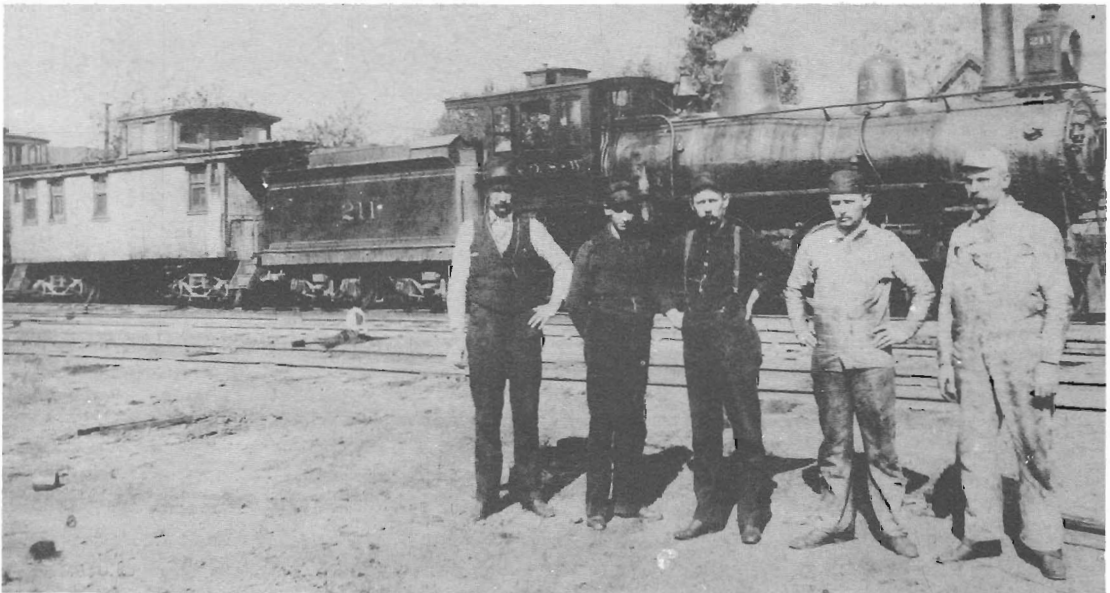
On Wednesday evening, August 24, 1864, the first through passenger train left Jersey City Station, opposite New York, for St. Louis. This was the first through train between these two points. It was twelve hundred miles of continuous six foot gauge track over the New York & Erie, Atlantic & Great Western, Cincinnati, Hamilton & Dayton, and the Ohio & Mississippi railroads, forming the only line of unbroken gauge between the Atlantic Ocean and the Mississippi River. Forty-four hours after leaving Jersey City, New Jersey, the train arrived in St. Louis, Missouri.

The through passenger service of the broad gauge will not be opened to travel to the public before the latter part of the year, except from Cleveland. While the rails are all laid, the passenger equipment is not ready, owing first to the Federal Government having appropriated the workshops, and second to the great fire at Troy, New York, which consumed the passenger cars ready for delivery.

## ROBBERY AT NORTH BEND

*May 11, 1865—Seymour Times*

One Friday night, the express train that left Cincinnati on the O. & M. R. R. at 8 p.m. was thrown from the track by a gang of thieves at North Bend, Ohio, by tearing up part of the track. Fortunately, nobody was hurt but the train was immediately invaded and taken possession of by the robbers and the passengers ordered to sit in their places, whereupon they were required to disgorge their money and valuables under the encouragement of loaded and cocked revolvers thrust into their faces. Over one hundred men were thus robbed. There were about 15 or 20 in the gang. The safes of the Adam's Express Company were blown open with powder and robbed. The scoundrels escaped across the river in skiffs, ready for the purpose, eluding pursuit. Twelve of them were since seen in Vernona, Kentucky, where they were carousing defiantly and jubilantly spending their victim's money.



*Credit: Louise Deversey*

**ENGINE #211 IS SHOWN AT SHOPS** after a general overhauling. The engine was assigned to Charles Walters, shown at far right. His fireman, Charles Ormsby is second from the left. Note that the caboose is still lettered O. & M.



# ENGINE EXPLODES AT SEYMOUR

*August 3, 1865—Seymour Times*

A fatal accident on the O. & M. R.R. occurred a few minutes before six o'clock a.m. Friday morning by which an engineer and fireman lost their lives. Engine #6, attached to a passenger train and standing at the depot in Seymour, Indiana, exploded and hurled pieces of iron in all directions.

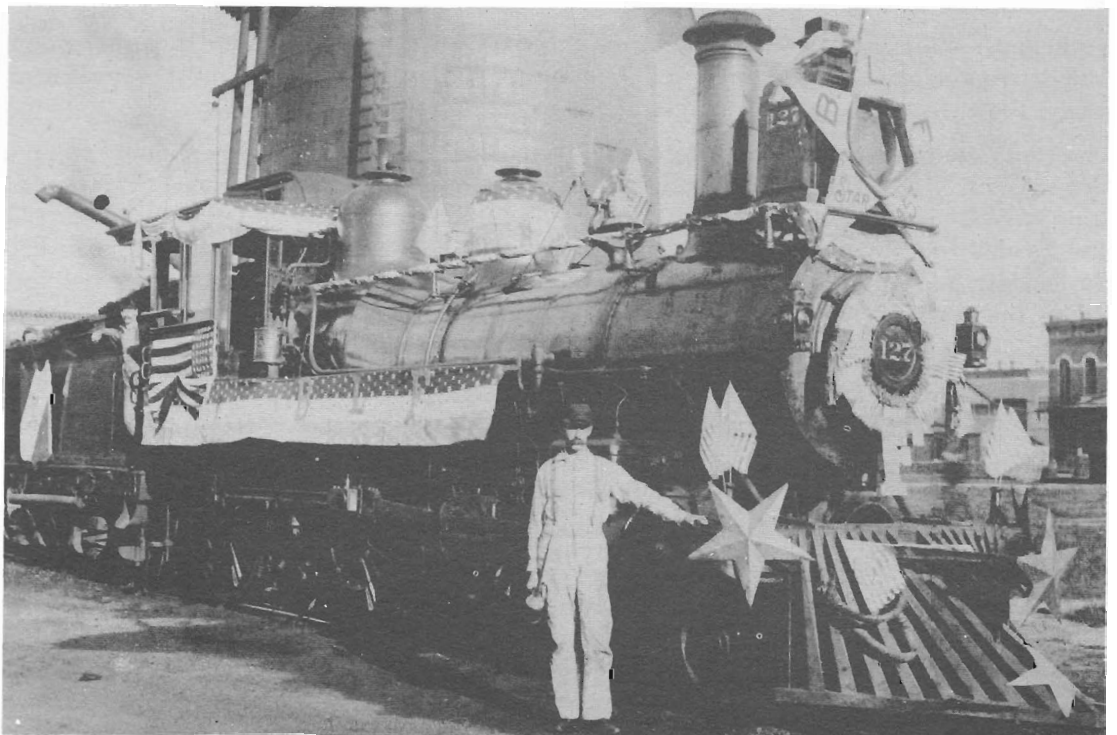
Engineer James Buckley had just finished oiling up and had one foot on the step and Fireman Daniel Lowe was standing about 20 yards away, conversing with some friends, when the firebox flew by, striking Fireman Lowe, and rolling him over and over, and then going ahead another three hundred yards.

The cylinder from the engine was carried up in the air, and dropped through the roof of Mr. Kelly's bakery, who with his wife and child had just arisen, and then buried itself in the ground. Fortunately the Kellys escaped injury.

Part of the platform was torn away and the depot building and the Harvey House were considerably damaged.

*September 19, 1866—Annual Report 1866*

Flood waters and debris swept away the Miami bridge. It was a bridge of four spans of 210 feet each. Temporary train service was inaugurated by boat from Cincinnati to Lawrenceburg and hence by train to St. Louis. Later, a third rail was installed on the Indianapolis & Cincinnati railroad and was used until the new bridge was completed. The cost of the new bridge was \$300,000.



*Credit: John Murphy*

**ENGINEER CHARLES MURPHY WITH ENGINE #127 at the Seymour Roundhouse. The engine is decorated for a Fireman's Picnic.**

## RENO BROTHERS ROB THE O. & M.

October 6, 1866—*Seymour Times* - Don Reeder of Cincinnati Enquirer

The car of the Adams Express Company, attached to an Ohio & Mississippi passenger train, was boarded at Seymour, Indiana, by two gunmen, John and Sim Reno, Oct. 5, as it left the depot. Putting a pistol to the express messenger's head, they forced him to give up the way packages (\$15,000). The thieves then rolled the safe out the door of the car but were unable to take it with them because of close pursuit. It was recovered with the contents (\$30,000). Detectives were brought from St. Louis and Cincinnati and they arrested the two Reno brothers and Frank Sparks for participation in the crime. They gave bail and were never brought to trial. The trial was still pending when Frank Sparks and Sim Reno were hung by the Vigilante's committee and John Reno jumped bail and went to Missouri.

Col. Allan Pinkerton, first chief of the U. S. Secret Service and by then head of his own private detective agency, had John Reno sent to the Missouri State Penitentiary for twenty-five years in the \$22,000 burglary of the Daviess County Courthouse in Gallatin, Mo. John served ten years, became a saloon keeper, and died in 1895 of a heart seizure during a card game.

The Reno brothers made their richest haul with a holdup of a Madison & Indianapolis train at Marshfield on the night of May 22, 1868. Cutting the telegraph wires and disconnecting the rest of the train, they highballed away and looted the safe at their leisure of \$96,000.

Six members of the gang walked into a Pinkerton trap at Seymour, Indiana, when they attempted to rob an O. & M. train on July 10, 1868, and they were captured. A vigilante's group had been formed and when three of the bandits were being transferred, the train was halted, and the three bandits hustled away from the helpless guards. They were taken to a large beech tree on the outskirts of Seymour and hanged.

Pinkerton's men tried to sneak the other three prisoners from Seymour to Brownstown by horse and wagon, five nights later. Again the vigilantes rode out of the darkness, seized the three robbers, and hanged them to the same beech tree.

The Reno brothers, themselves, were finally arrested and lodged in New Albany's Floyd County jail, a two story stone building rated as the strongest in the area. A darkened train, with seventy-five men aboard, left Seymour on the night of December 10, 1868, and headed for New Albany, fifty miles away. All the men wore red flannel masks and the leaders had numbers chalked on the backs of their reversed coats for identification. When the train arrived in New Albany, it was 3 a.m. and the temperature was close to zero.

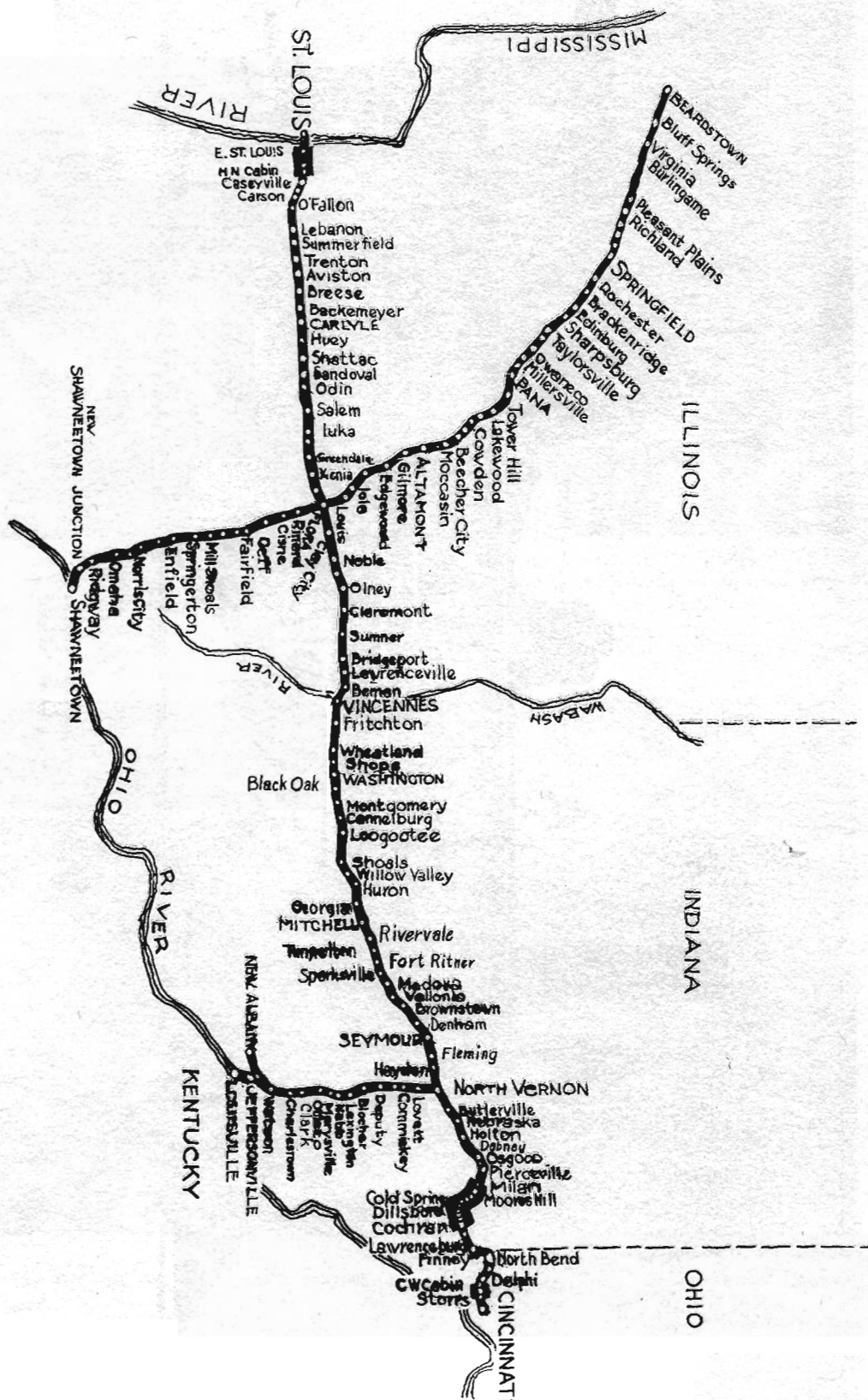
"Bring me Frank Reno's rope," growled a burly masked man with the number "1" chalked on his coat, after the vigilantes took over the jail.

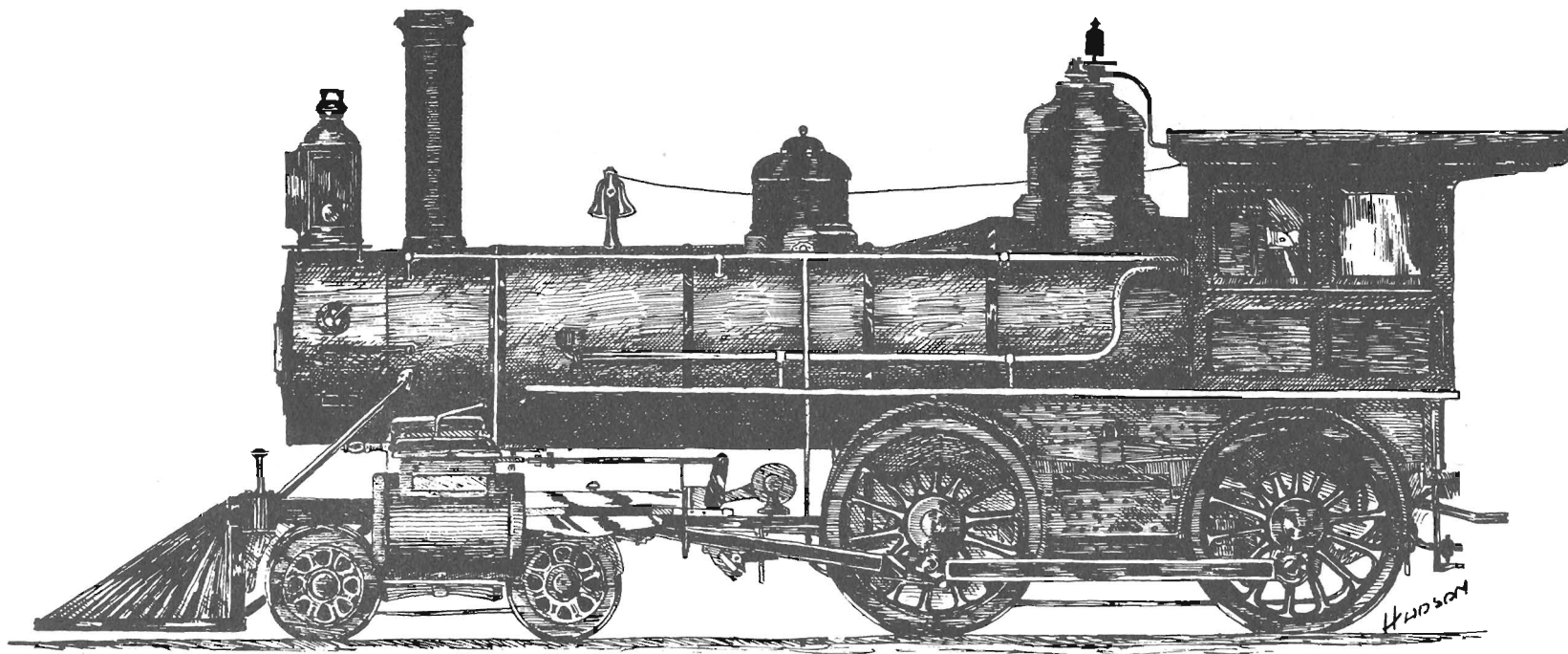
"For God's sake, gentlemen," pleaded the ashen-faced leader as he was dragged from his cell. "What are you going to do to me?" Frank wasn't long in finding out. A length of new manila hemp was slung around his neck, and the eldest Reno brother was shoved off into space.

"I never done no robberies," cried 20-year-old William Reno, "I'm innocent . . . oh Lord!" They hanged William next to his brother, their faces almost touching as the bodies swayed in the lamplight.

Sim Reno put up a fight, battering several hangmen with an iron sink he had wrenched from the wall but soon he was hanged, too. Charles Anderson, a gang lieutenant, who was arrested with them, was also hung. The infamous career of the Reno brothers was thus ended.

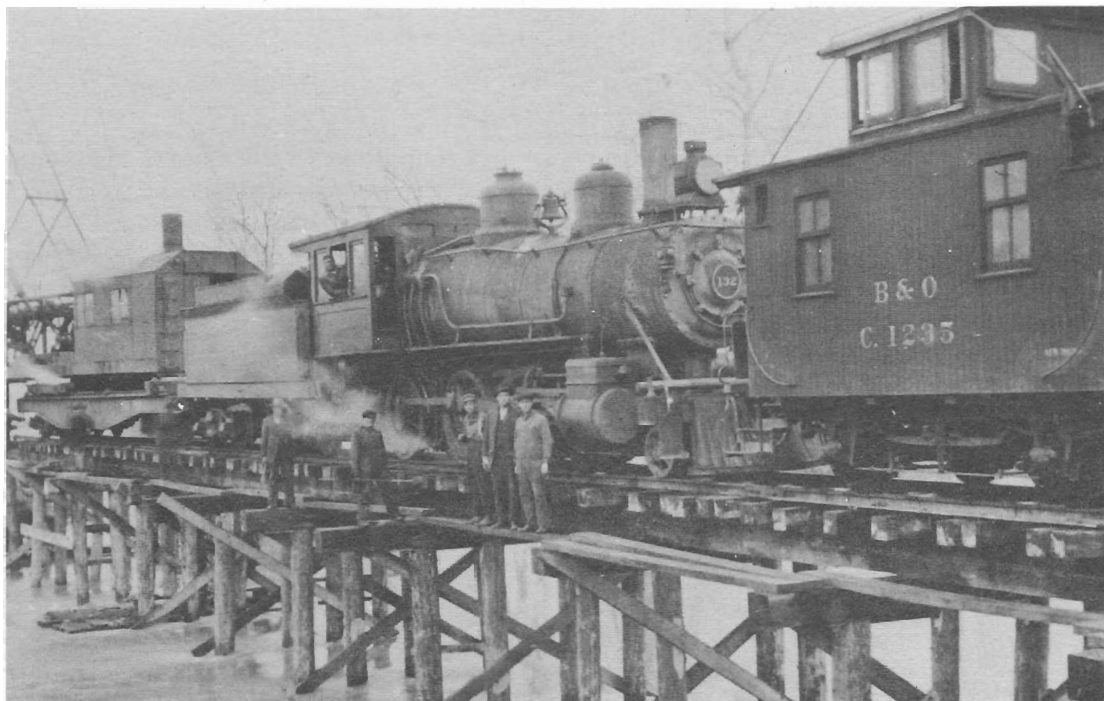
## THE OHIO & MISSISSIPPI ROUTE





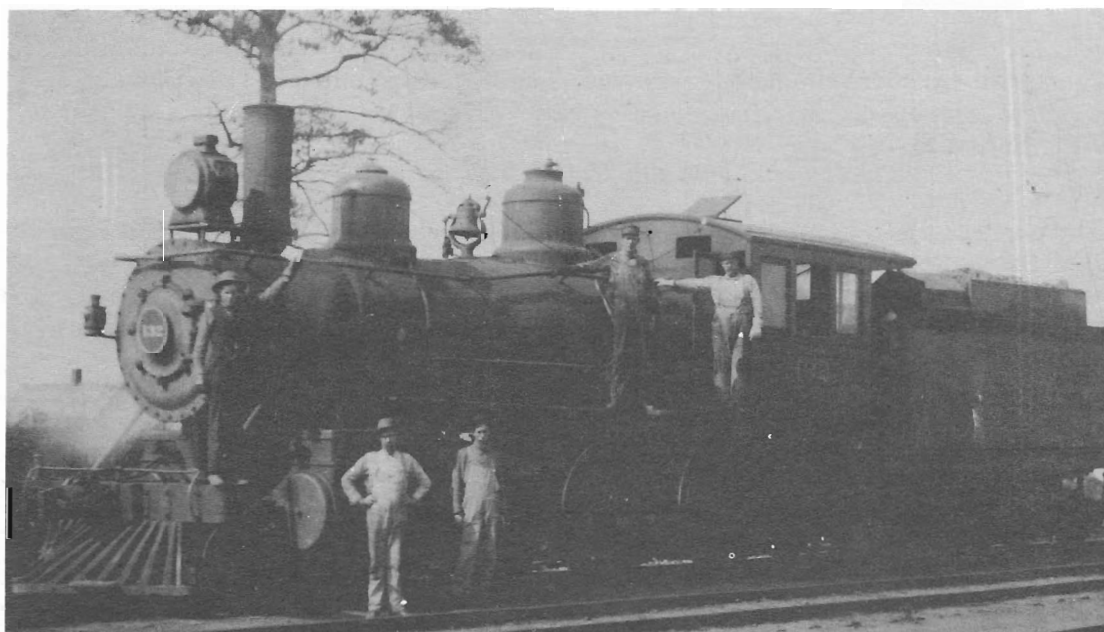
## THE 600

A DRAWING, BY ROE HUDSON, of an eight wheeled passenger locomotive built by the Baldwin Locomotive Works of Philadelphia in 1888 and used in passenger service by the O. & M. - B. & O. until about 1910. In later years it was used on local freight, accommodations and work trains. It was numbered in the 600 series. Several photographs in this book show this engine.



*Credit: Al Swazey*

**ENGINE #132 ON A WORK TRAIN** on the Bedford Branch. The trestle work is being repaired after a washout during the 1913 flood.



*Credit: Mrs. Elgin Marsh*

**ENGINE #132 ON THE MITCHELL YARD ENGINE.** Elgin Marsh, the engineer, is standing at fireman's ventilator door.



## ANOTHER ROBBERY

*October 2, 1867—New Albany Ledger*

On Saturday evening another daring robbery was committed on the Ohio & Mississippi railroad, east of Seymour, similar to the one which occurred several months ago, and it is supposed that the parties engaged in this affair were interested in the other. As the train bound for Cincinnati was leaving the station at Seymour at eight o'clock that evening, four men boarded the express car unobserved. It is supposed they got on at the end of the car, and walked around the running board to the door, which they entered. They at once attacked and garroted the express messenger, Mr. Dunbar, after which they secured the keys to the safe, and robbed it of its contents, amounting to ten thousand dollars. By this time the train had reached a point three miles from Seymour where it had to "slow down" owing to the high trussel, and the robbers made their escape.

## ENGINE EXPLODES AT GRAVEL PIT

*November 4, 1868—New Albany Ledger*

A locomotive attached to a special freight train left Cincinnati at 6:25 Thursday evening in charge of Conductor Howe and Engineer Gardner. The train had stopped at Gravel Pit, eighteen miles below Cincinnati, for the purpose of taking on wood for the engine. Shortly after the train stopped, and while the wood was being stowed in the tender, and the engineer was engaged in oiling the machinery, the boiler exploded, killing the conductor, fireman and one boy who was standing near, outright, and wounded two other boys who were engaged in loading wood on the engine. The two wounded boys have since died.

The explosion was heard for miles around. So terrible was the force of the explosion that the engine was shattered into a thousand fragments, some of which were blown to the Kentucky side of the river, a distance of nearly a mile, while others have been picked up all around the scene of the accident. A wood pile along side was sent flying in the air in every direction, and a stationary engine in the wood shed was blown to bits.

The conductor was lifted up and thrown against the woodpile and his body and limbs so terribly mangled as to be almost unrecognizable. The fireman, John Mullom, was also terribly mangled and instantly killed. One of the boys named John Smith was blown a distance of 300 yards against a gravel bank, instantly killing him. His brother, a few years younger, and another boy named Thomas Murphy, was so severely injured that they survived but a few moments. A younger brother of Murphy was blown about forty feet but was only slightly injured.

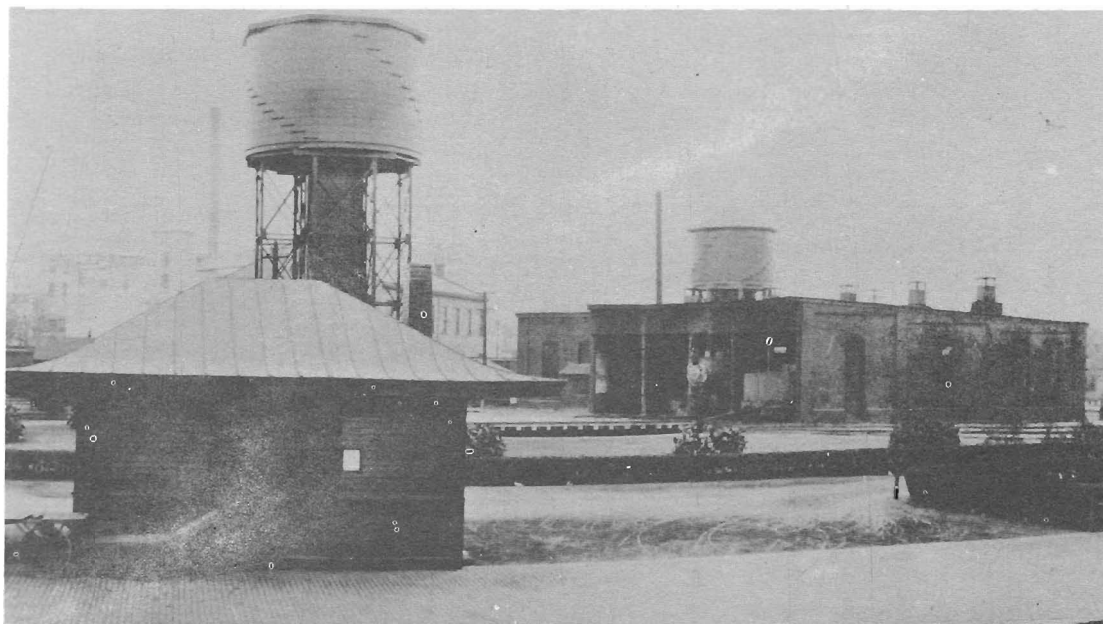
*December 28, 1867*

The eastern and western divisions were reorganized and consolidated on this date. The trust the railroad had been operating under was thus ended.



*Credit: Carl Bogardus*

**THE LOUISVILLE BRIDGE** between Jeffersonville, Indiana and Louisville, Kentucky, was completed in 1870 and was used by the O. & M. to cross the Ohio River into Louisville from that date until 1887 when the K. & I. bridge and the New Albany track extension was finished.



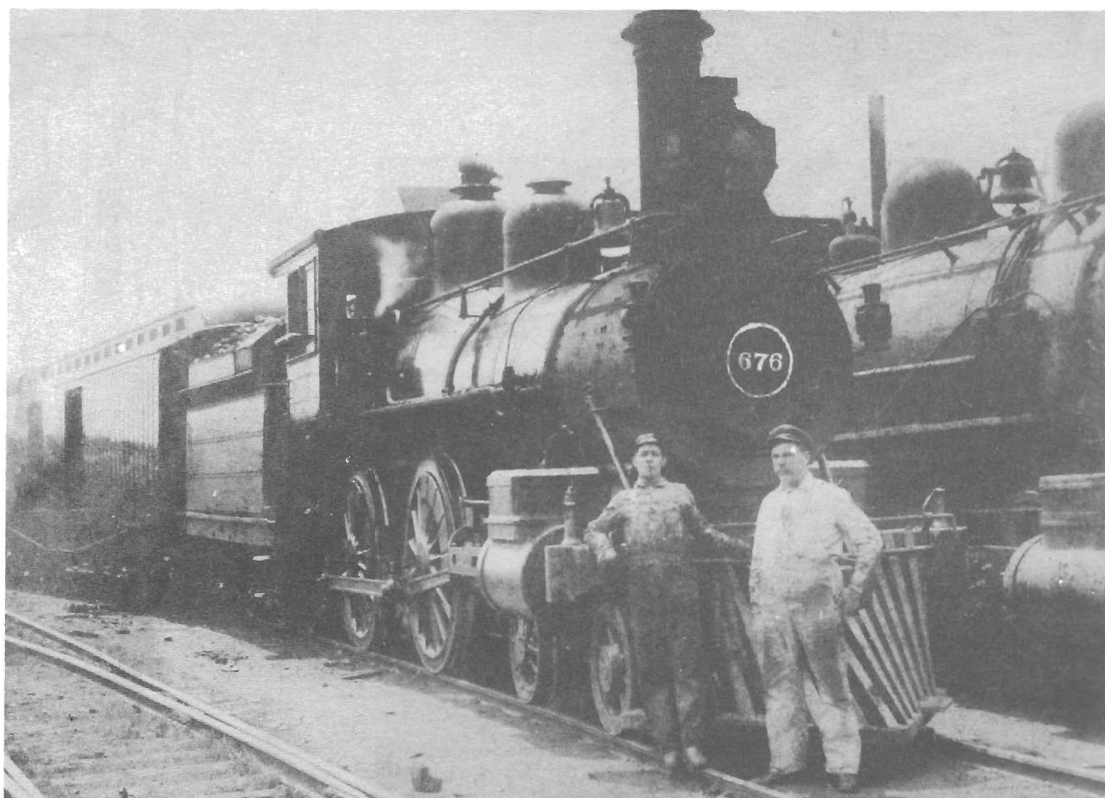
*Credit: Otto White*

**THE ROUNDHOUSE** at Seymour, Indiana, in 1919.

# WRECK AT QUARRY

*October 29, 1870—Cincinnati Commercial*

A westward bound freight train on the Ohio & Mississippi Railroad took a sidetrack to allow the passage of an eastern bound passenger train at a point midway between Shoals and Loogootee, Martin County, a few minutes before twelve o'clock, night before last. After the train had cleared the main track and the switch lined for main line movement, the brakeman lay down on the ground and fell asleep. As the passenger train approached and its headlight bore down upon him, the brakeman awoke, and being confused, rushed to the switch and threw it, bringing the oncoming train into the siding and into a collision with the standing freight train. The engineer of the passenger train detected the awful blunder in time to shut off the steam and jump for his life. The crash came with fearful force and effect. The engine jumped against and into the one facing it. The tender was driven through half the baggage car into the express compartment, and behind these the smoking compartment was telescoped. The fireman, Conrad Fredrich of Seymour, was crushed in such a manner that death occurred in a few minutes. Two others were killed outright. One was Mrs. McRoberts of Vincennes, a lady of 50 years; the other was a girl of thirteen years of age named Nancy Runyan, of a poor family on their way from Kansas City to West Virginia. She was crushed to death in her seat in front of her mother. It is said that her mother's first act was to make a diligent search for her carpetbag, "Because it is full of backey, you see." Having found the coveted bag, she turned to her child and said, "Poor child, she's kilt sure enough."



*Credit: John Darling*

**ENGINE #676 ATTACHED TO PASSENGER TRAIN AT K & I YARDS. Fireman John Darling and engineer Charles Walters are pictured by the pilot. This was taken in early 1900's.**

# THE GAUGE IS NARROWED

*July 18, 1871—Seymour Times*

The gauge of the Louisville Division of the Ohio & Mississippi Railway was narrowed on Sunday last, July 16. Five or six hundred men were used. Work commenced at 4 a.m. and was completed at noon. Next Sunday, July 23, the main line will be altered and all the help they can get will be wanted. Forty cents an hour will be paid.

*July 22, 1871—Missouri Republican*

The change of gauge on the Ohio & Mississippi was made yesterday in seven hours. It was without exception the greatest work of its kind which has ever been attempted. To appreciate its extent, it must be borne in mind that the track changed was 340 miles in length and that the rails on the side were lifted, moved seven inches toward the middle of the track and fastened down, making 680 miles of rail raised and relaid in one day. To effect all this in one day, large scale preparations were made.

The two lines of inner spikes, marking the new gauge, were driven the entire length of the road. Tools, spikes, and all the materials needed for the workmen were distributed by special trains to every point where they could possibly be needed. Even the places where the outside spikes were to be driven in, had been marked and prepared beforehand by boring holes in which to place the points of the spikes, so that it would only be necessary, after shifting the rail, for one man to place the points of the spikes in the holes, and a worker following with a hammer, would drive them home. The gauge of sidings and curves had long since been changed and on many of the sidings standard gauge cars had been placed, ready to use the moment the change was completed.

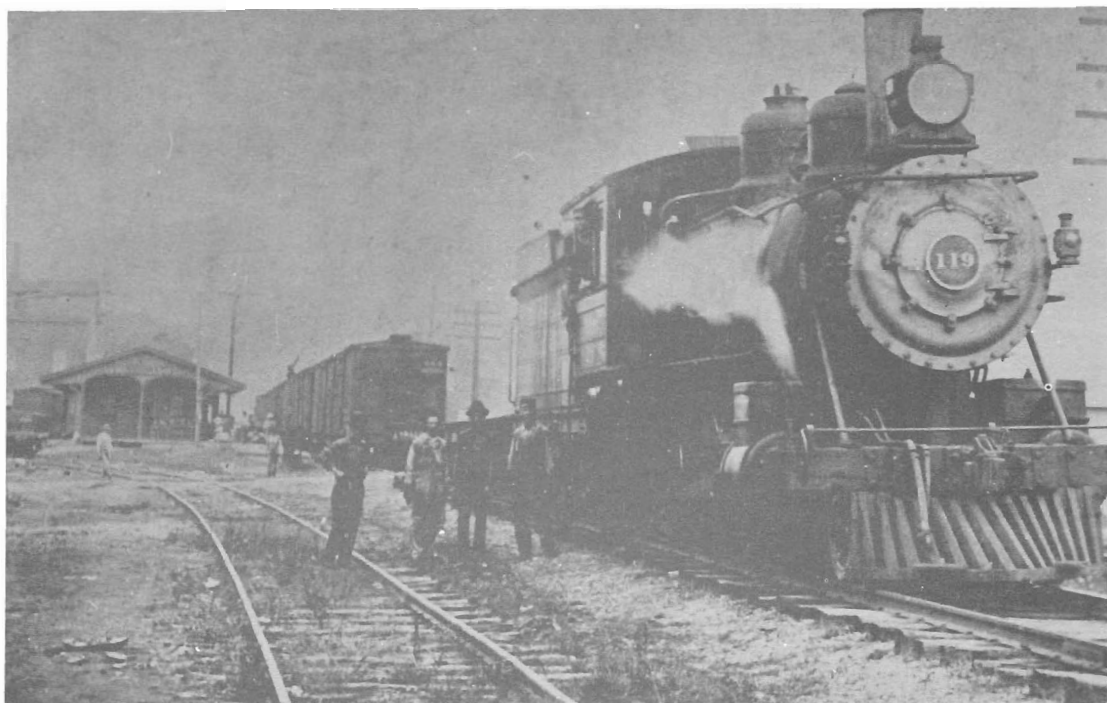
At three shops belonging to the company, at East St. Louis, Vincennes and Cochran, twenty-eight locomotives were reduced to standard gauge at an average cost of \$3,500.

The extreme breadth of the wide gauge was the greatest difficulty the company had to encounter in changing it. On other roads, when changing the gauge, there had only been one line of rails to be moved, the other remaining in the old position. In this case, to follow such a precedent would have meant moving one line of rails fifteen inches toward the center of the track. This would have thrown all the weight of trains to one side of bridges, cattle guards, culverts, trestles, etc., thus, increasing accidents and causing extreme inconvenience. Water tanks on the same side of the track would also have been rendered unserviceable. It was, therefore, deemed necessary to move each rail seven and a half inches nearer the middle of the track on each side. The plans were so well made that all preparations were ready on schedule. The cost for the entire expenditure is expected to reach \$1,500,000. A new depot has been built in East St. Louis and is now ready to use. Forty new locomotives have been purchased from the Baltimore Locomotive Works. They have all been delivered and are in good running order. Seven hundred cars have yet to be changed to the standard gauge. These have been collected at the shops where they can be changed to the new gauge: Vincennes, Seymour, Cochran and Gravel Pit.

*July 29, 1871—Daviness County Democrat*

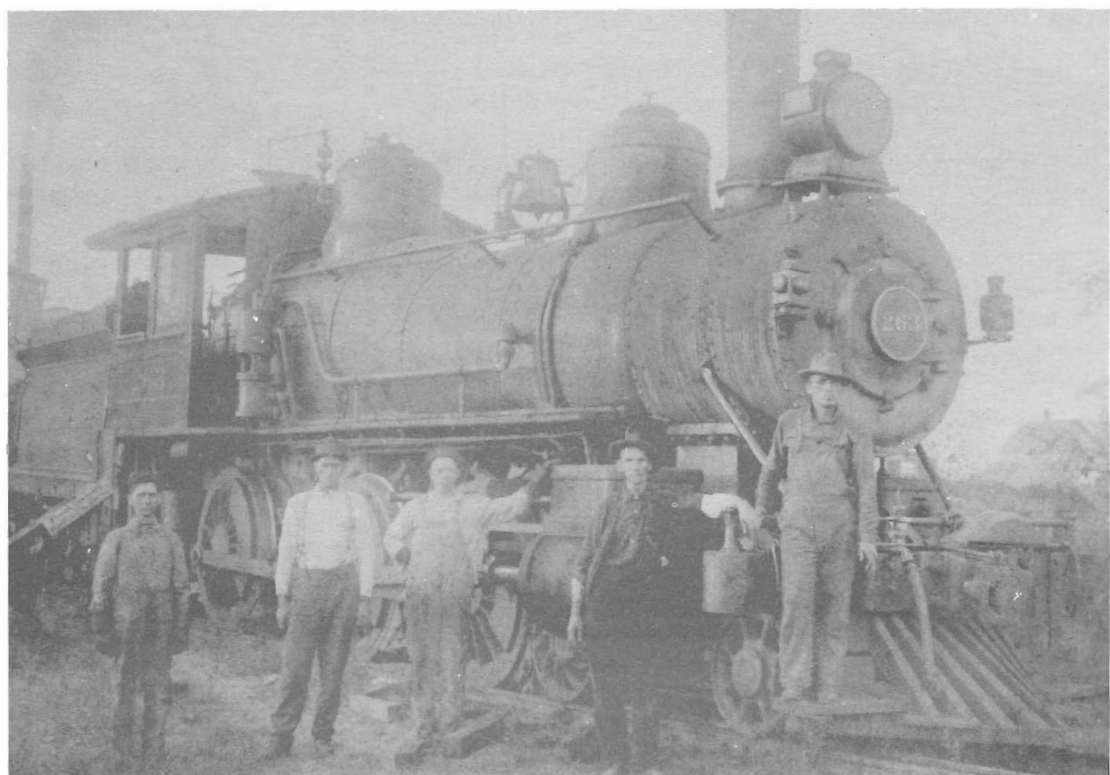
The road was divided into 68 sections of five miles each and an average of forty men to the section (2,720 men). Each section was divided in half and worked toward the other from the extreme points of their five miles, making two and a half miles for each 20 men.





*Credit: Anna Montgomery*

Medora, Indiana (1910)



*Credit: Mrs. John Buhner*

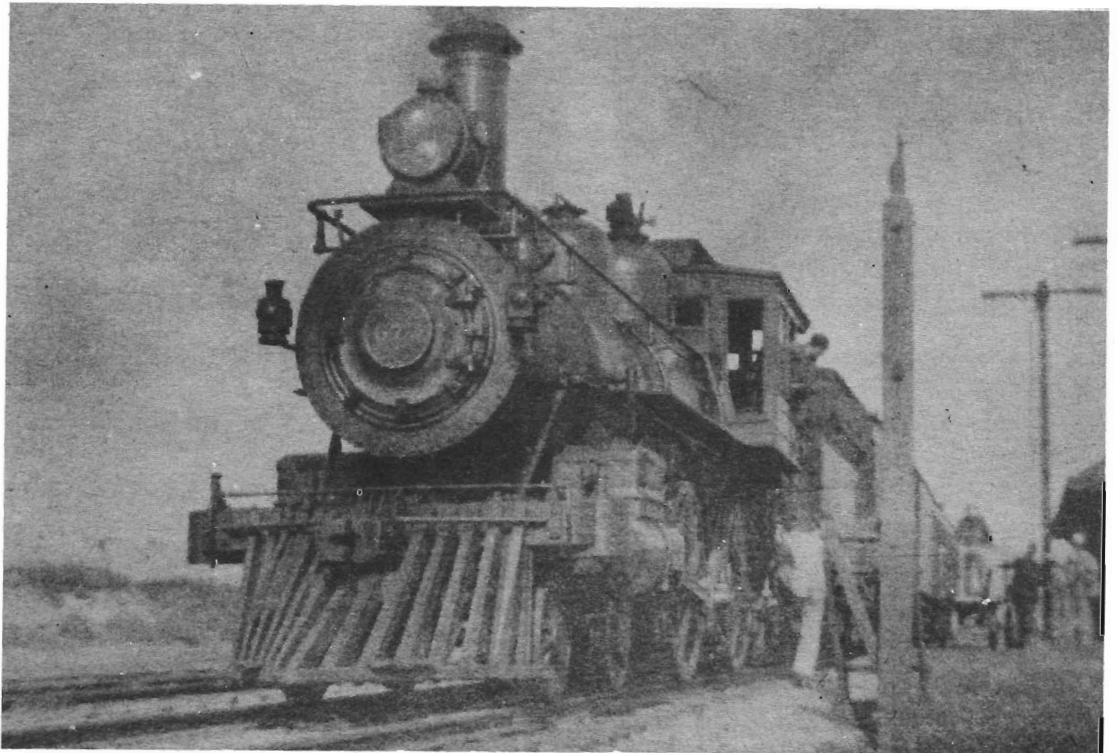
SEYMOUR YARD ENGINE #263 in 1909. John Lockman on end, John Buhner in center and Slim Bauers next to Buhner.



# A MEAN MAN

*July 29, 1873—North Vernon Sun*

On Thursday evening past, as the mail train bound eastward on the Ohio & Mississippi R.R. due here at 7:33 p.m. neared a point about three miles west of North Vernon, the argus eye of the engineer discerned in the twilight that the road was obstructed but a few rods ahead. The patent steam brakes were instantly applied and the engine reversed, but the train rolled on up to within a few feet of the obstruction before it could be brought to a standstill. The obstruction proved to be eight or ten fence rails piled cross-ways on each other and made a dangerous appearance. The rails were removed by the officers of the train and passengers. While they were discussing the matter, a man was discovered at a short distance hidden in a fence corner with two guns, a rifle and a musket. The train was backed down a little, and fearful of a bombardment of the coaches from the guns of the enemy, passengers got under the seats and crouched on the floor to secure themselves from the expected bullets. The man in the fence corner, thinking they were planning for his capture, started to run, carrying his guns with him. Then pursuit was made, which ended in his capture. He was put on the train and brought to this place where he was identified as a P. Daughterty, an old farmer who lives near the point where the attempt was made to wreck the train. It seems that he was led to do the deed because his fence near the railroad had been set on fire in the afternoon by sparks from a passing engine.



ENGINE #672 AT DELAWARE, INDIANA IN 1912.

*Credits Bill Kelso*

# BRAKEMEN TIE UP RAILROAD

*August 19, 1876—Seymour, Indiana*

The unpleasantness between the O. & M. Company and the brakemen terminated on Saturday evening and in a few minutes the freight trains skinned out. Links and pins came to their places as if by magic and the threatened strike was dispelled. It was explained to the men by railroad officials that the railroad was scarcely making running expenses and they had been called upon for a call loan of \$100,000 just as the pay car was starting out. The men were promised fair treatment and a month's pay. This settlement at Seymour was short lived. On arriving at Mitchell and Vincennes, the brakemen who had entered into the settlement here found that their brethren at these other points did not agree, therefore, the strike was resumed and they were joined by the shopmen at Vincennes. Mr. Waldron, the superintendent, and Asst. Supt. Gimberling went to Vincennes to try to remedy the situation but their car was at once spiked fast in a side track and they themselves taken prisoners while their bodyguard of 12 men was marched across the Wabash and started back to St. Louis on foot. At Flora, Illinois, these detectives were sworn in as deputies by the sheriff of Clay County and a number of strikers were arrested and the road was cleared of interference.

On Monday and Tuesday the jam of freight trains at this point was simply tremendous. The brakemen held undisputed possession and literally packed every available foot of siding with freight cars, cabooses, and locomotives—the former being uncoupled, while the fires were pulled and water drawn from the latter. Several freight trains that had run the blockade at North Vernon by going through that town at a fearful speed and utter disregard of all signals were stopped here by the strikers. Twenty armed men arrived on Wednesday to attempt to enforce "the peace." One of the Missouri fighting men immediately sold his arms and happy with his ill-gotten wealth, fled the scene. The others, as soon as they appeared to fully realize their true position, acted as if the occasion was too much for St. Louis nerves. They slunk under the protecting shadow of the hotel, and with fear and trembling, waited for the company to somehow work out the redemption of "the grand army of the invasion." The brakemen didn't wait for the company to move in the matter and after gibing and ridiculing them for awhile, ran out an engine and a coach, marched the St. Louis gentry aboard, and turned their faces toward the setting sun, whence they might grow up with the country and their fellow bummers in the state of Pukes.

A compromise was made when the men were promised the pay car would be here Wednesday evening and that all the men that wanted to quit would be paid in full and those who chose to remain should be paid in cash for June and for July in checks payable August 31. So the freight trains started to move out lively at 11 o'clock. The pay car was on hand promptly as promised and the scheduled payments were made thus ending the O. & M. embroglio—unfortunate to the company, men, and the public.

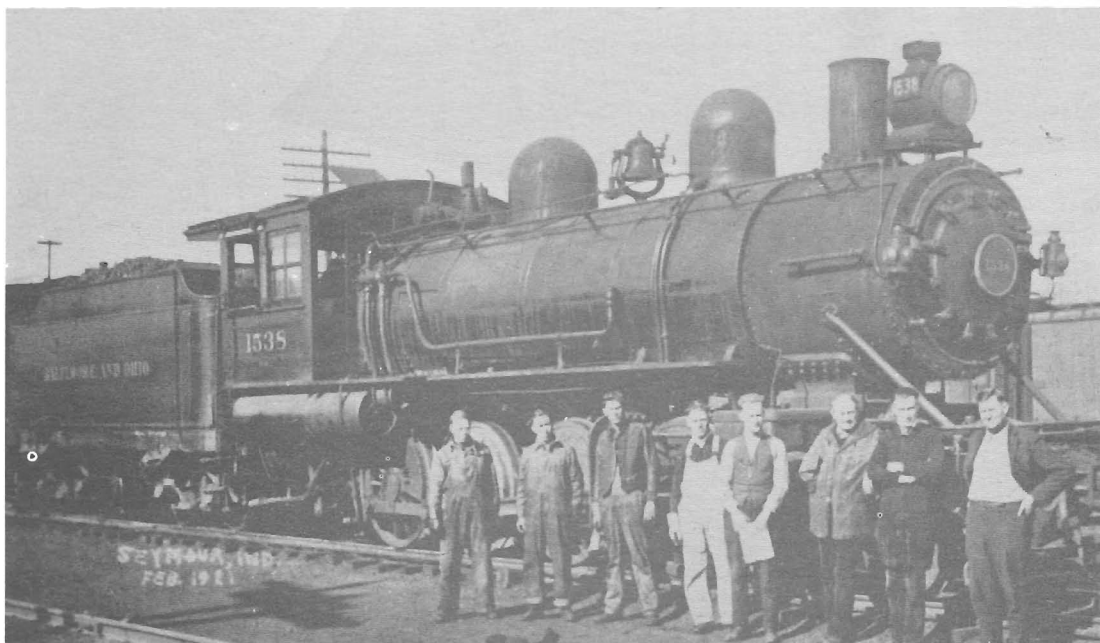
*August 19, 1873—North Vernon Sun*

We again hear rumors of the building of a new depot at this place by the Ohio & Mississippi railroad. If the corporation desires to accommodate its passengers at this place, it must erect a decent depot to take the place of the old, dilapidated, rat-ridden, and filthy apology we now have. It is little cleaner than a hog pen and totally unfit for any gentleman or lady to enter. But few passengers will enter it when the weather will permit them to occupy the platform.



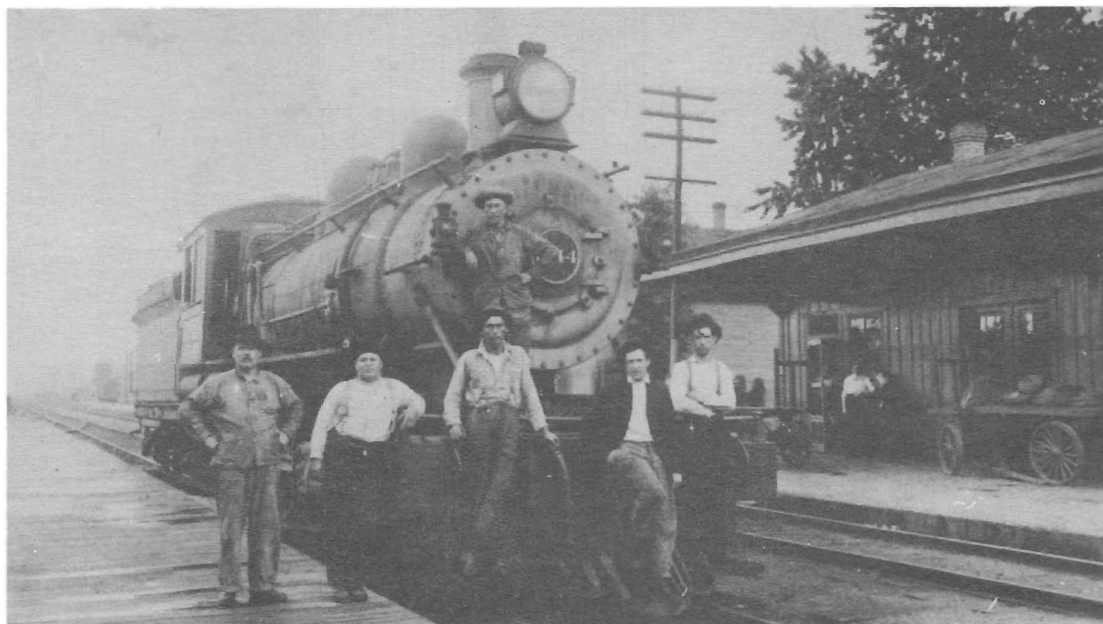
*Credit: Mr. McMullen*

**ENGINE #2054 AT SHOPS, INDIANA.** The second man from left is Oscar Snyder, the engineer and the third is Herb McMullen, his fireman.



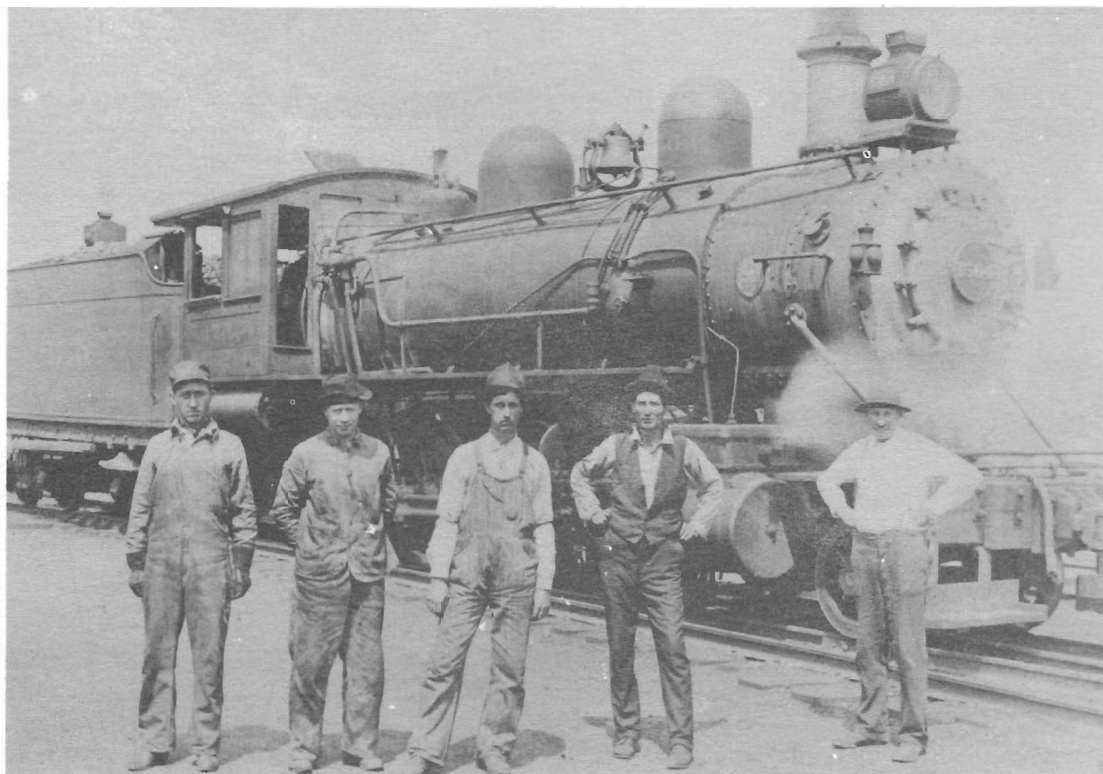
*Credit: Dennis Grein*

**ENGINE #1538 IN SEYMOUR YARDS.** Group is as follows: John Buhner, Bill Grein, Chas. Shortridge, Buzz Combs, yard clerk "Medora", John Bruning, Sam Hodapp and L. B. Thompson.



*Credit: Chas. E. Smith*

**YARD ENGINE #1544 WITH CREW AT MITCHELL, INDIANA, IN 1910.** Crew consisted of Elgin Marsh, engineer; Lon Terrell, conductor; Rayfield Burton, brakeman; Charles Cole, brakeman; and Tom Robertson, brakeman. Fireman Sam Brooks is standing on pilot. The ladies standing in front of the depot restaurant are: Miss Helen Robertson, Miss Myrtle Morarity and Johanna Warren, the manager.



*Credit: Mrs. John Buhner*

**ENGINE #1564 IN SEYMOUR YARDS.** Crew is Bill Grein, John Buhner, Jess Blevins, Slim Bauer, and Dutch Bruning.

## LOOKING OUT FOR THEIR SOULS

*May 22, 1875—Seymour Times*

The O. & M. Railway Company, impressed with the fearful peril of people who are compelled to pass over their road, and with the commendable view of compensating to the soul for the destruction of the body, have conspicuously placed bibles in their coaches with this notice "Bible, read and return," so that the sinner, sure to pass into eternity before he reaches the next station, may have the consolation of the scriptures and be in a measure prepared for his doom.

## MEDORA TRESTLE WASHED AWAY

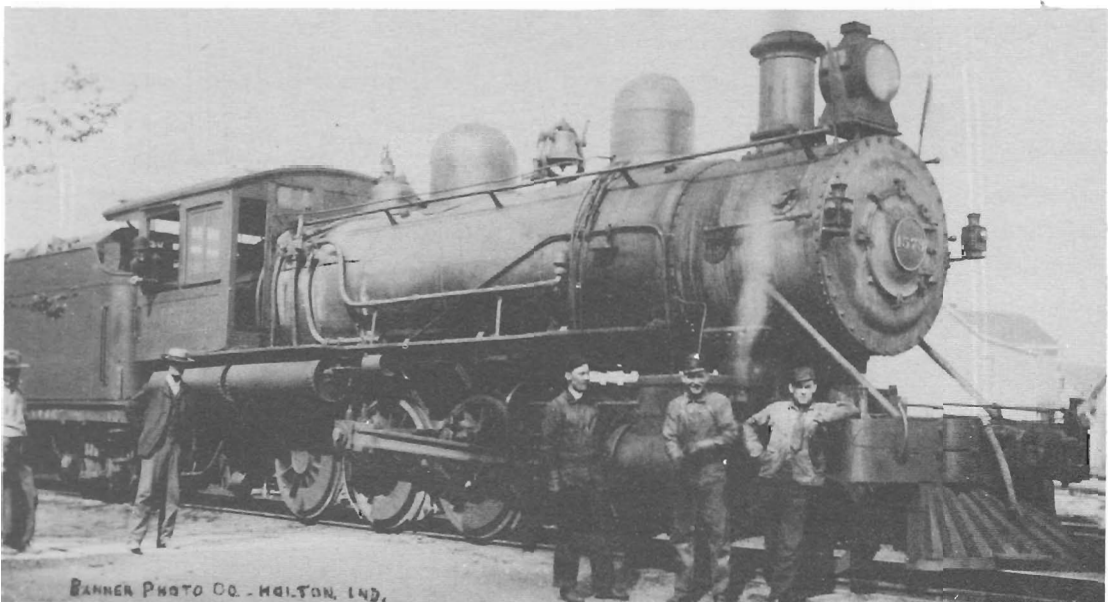
*February 5, 1876—Daviness County Democrat*

Three bents of the trestle over White River at Medora, Indiana, were washed away by flood waters. The track on both sides of the bridge at Shoals has been washed away. The company was obliged to transfer passengers and freight at Shoals by flat boats.

## TRAINS TO BE FENCED IN

*August 26, 1876—Daviness County Democrat*

The O. & M. is fencing in its depot and platform at Seymour, Indiana, to prevent speculation by conductors. At the end of the fence, gates will be placed, enclosing the passenger train, and no one except those with tickets will be allowed in the enclosure.



*Credit: Chas. E. Smith*  
The local at Holton, Indiana. Engineer Cliff Starr and fireman Glenn Dollens are standing by steam chest.



## **SLOW FREIGHT**

*November 18, 1876—Davieess County Democrat*

Freight trains on the O. & M. are not allowed to run over ten miles an hour.

## **CIRCUS TRAIN**

*October 6, 1877—Vincennes Weekly Western Sun.*

P. T. Barnum had three special trains of 48 cars to transport his great show from this city to Seymour, Indiana, where the show will give an exhibit today.

## **INGENUITY**

*April 20, 1878—Seymour Democrat*

The O. & M. beats the world. While the bridge was burning yesterday the carpenters were framing and building the new one, which was immediately erected and the mail train came through without delay.

## **EXPLOSION AT CASEYVILLE**

*November 1880—The Locomotive (Hartford Insurance Monthly)*

One of the most remarkable railroad accidents on record occurred at Caseyville, Illinois, Sept. 17th. The passenger train leaving St. Louis that night was drawn by an engine just from the shops, where it had been completely overhauled and partially rebuilt. The engine behaved first-rate until the engineer attempted to shut off steam to slow down, when he was thrown back on the tender and partially stunned. Recovering, he sprang forward to stop the engine, but was inexpressably astonished to see before him nothing but the end of the fire-box, the front of the cab, and the tubes of the boiler. The train was still running, but soon stopped. It was then discovered that the boiler had exploded, the force being spent forward and upward, so that the wheels remained on the track, while the momentum kept the train in motion. The strangest part of the affair is the fact that neither the engineer nor any one on the train heard the noise of the explosion. The conductor ordered on the brakes without hearing the engine, because the train passed the town without stopping.

## **NEW COACHES ON EXPRESS**

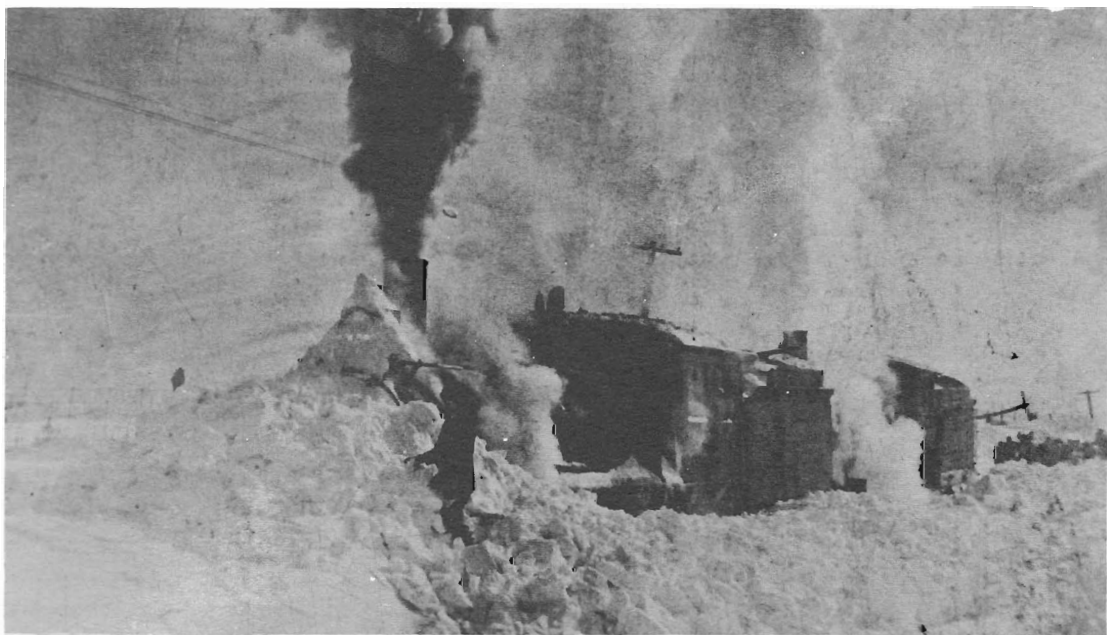
*August 28, 1880—North Vernon Sun*

Two new coaches, the General Hancock and General Garfield, have been built by the car shops at Cochran and added to the fast daylight express. They are fitted with Brussels carpet, Hicks and Smith silver mounted lamps, marble wash stands and are finished in wood trim and frescoed.



**Engine #1569 at Tunnelton around 1905.**

*Credit: Lloyd Kimball*



**Pushing through the snow with a double-header in 1913 at Virginia City on the Springfield Branch.**

*Credit: Creasy Russell*

## DINING CAR ADDED TO EVENING TRAIN

*November 6, 1880—Cincinnati Commercial*

Dining car made by Pullman to be added to evening passenger train at Milan, Ind., and carried to Cincinnati. It will be the first dining car to enter Cincinnati.

## CALF TAKES A RIDE

*April 5, 1881—Seymour Daily Lever*

As Engineer Payton's engine came in last nite a calf was seen perched on the pilot. The engine struck it at the east end of Seymour and when the train stopped, the calf alighted and ran briskly off. None the worse for its experience.

## WEST VERNON - A NEW STATION

*May 19, 1881—Seymour Daily Lever*

West Vernon, a new station on the O. & M., has been established at Siddell's Mill.

## AURORA SHIPS BEER

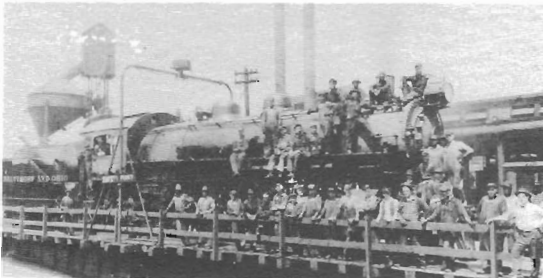
*May 31, 1881—Seymour Daily Lever*

Engineer Sheeran and Conductor McGoffen hauled the first load of Aurora beer over the O. & M. last night.

## FREE SHOE SHINES

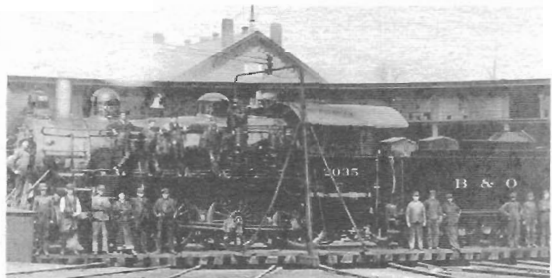
*July 5, 1881—Seymour Daily Lever*

"The grand old O. & M. is never second in any movement for the public welfare. Yesterday on the through train to Louisville, two boot blacks were caught by the baggage master stealing a ride. They were given the choice of leaving the train or shining the shoes of every male passenger. They accepted the latter condition gladly."



*Credit: Cecil*

ENGINE #5017 ON THE TURN-TABLE AT STOCK YARDS with round-house crew.

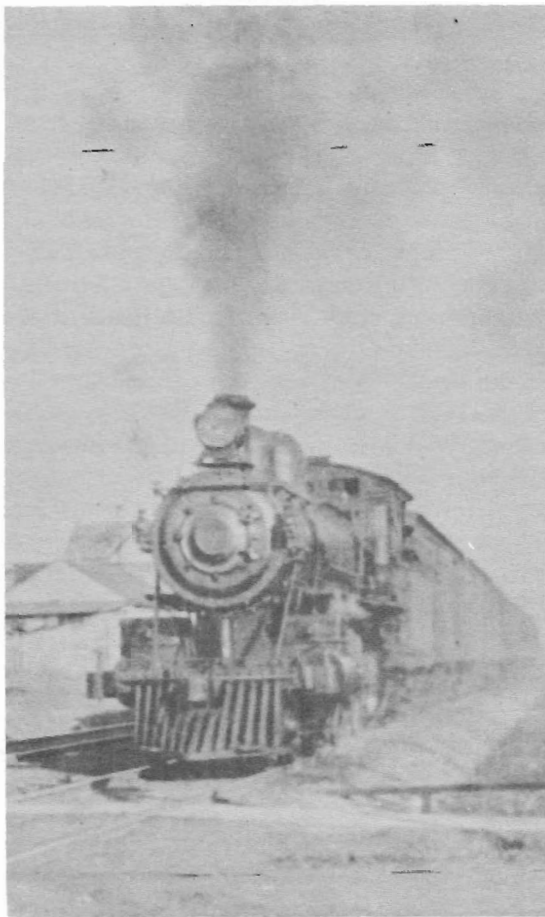


*Credit: Chas. E. Smith*

ENGINE #2035, "new" out of the back shops at Washington, Indiana, is pictured on the turntable at Shops in 1912. Engineer C. E. Smith is in white shirt.



*Credit: Cliff Newton*  
**ENGINE #1576 AT CINCINNATI, OHIO, with**  
 Brakeman Ralph Short, Brakeman Vincent Lockman,  
 Fireman Cliff Newton, Conductor Ralph Vehymer,  
 and Engineer George Miller.



*Credit: Mrs. Marsh Ross*  
**THE "BLUE MOON" SHOW GROUP, a special pas-**  
 senger train, leaving Mitchell in 1921.

## FRANK JAMES IN SEYMOUR

*April 13, 1882—Seymour Weekly Democrat*

Frank James, the noted outlaw and train robber, passed thru the city on the O. & M. train #3 last night bound for St. Joseph, Missouri via St. Louis.

*May 16, 1883—Seymour Daily Lever*

The new coal elevator at Seymour is finished. It is 92' by 48' x 9' wide.

*July 11, 1883—*

Stacks on all engines being lowered to fourteen inches to allow entrance to Grand Central Station at Cincinnati.

# PASSENGER CAR FALLS INTO MUSCATATUCK

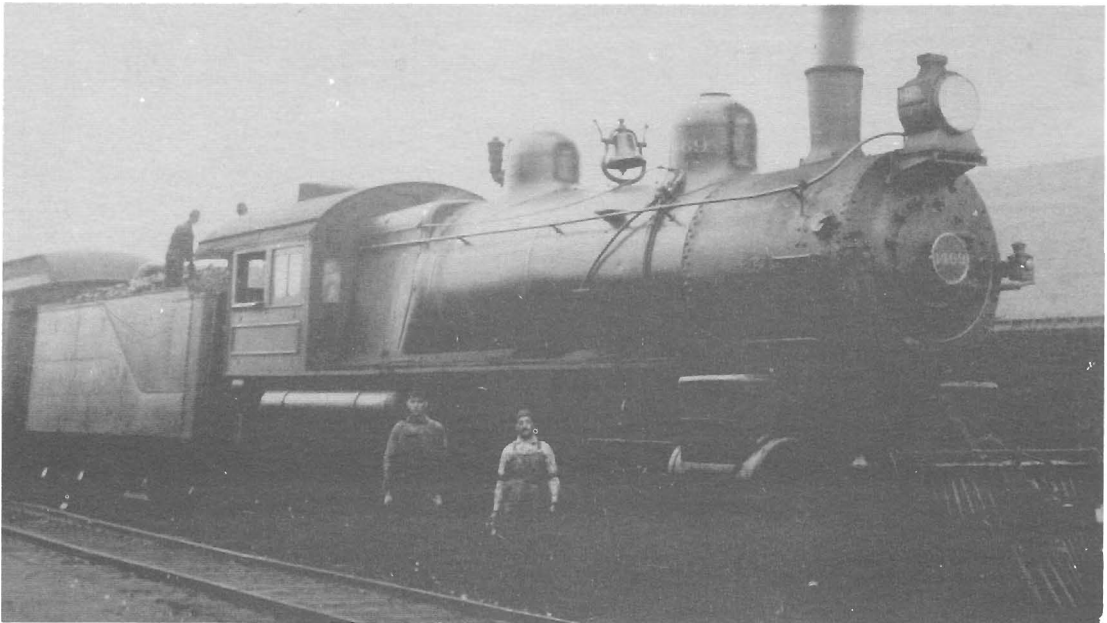
*February 19, 1885—Cincinnati Commercial*

The fast mail and passenger train from St. Louis, #4, consisting of three passenger cars, six sleepers and three mail and express cars was derailed at North Vernon, Indiana, when three or four hundred feet east of the depot. It was caused by a broken rail due to the intense cold — 14° below zero. The rear sleeper, The Loraine, jumped the track and ran on the cross ties for over a half mile until it arrived at the iron bridge over the Muscatatuck river. The front wheels of the car stayed on the ties but the rear wheels were thrown entirely off the bridge and the car was literally sawed in two by the edges of the ties. The broken part of the car fell into the frozen river, standing on end, leaning against the stone abutment. Two passengers and a colored employee in the sleeper were killed. W. Fields, the porter of the sleeper, was uninjured as he had left the car when the signal rope had broken as he attempted to signal the engineer to stop, and he had gone forward in the train to inform Conductor Miles, who was in charge of the train. There were but five people in the sleeper at the time of the accident. In addition to the three men who were killed, the sleeping car conductor and a passenger escaped with injuries.

## LONG TRAINS

*January 18, 1883—Seymour Daily Lever*

O. & M. had fifteen long trains yesterday — 122 cars in all.



*Credit: Dennis Wilson*

A PASSENGER TRAIN STOPPED AT SEYMOUR, INDIANA with engine #1469. Dennis Wilson, fireman and Sammy Green, engineer, are shown at the side of engine.



# OPEN SWITCH WRECKS NO. 4

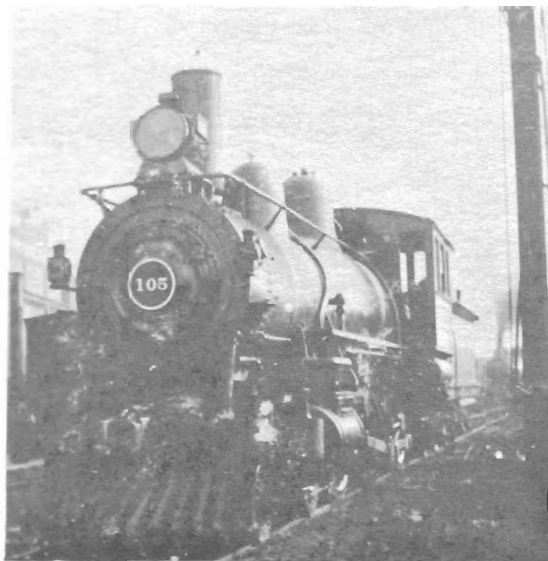
*November 12, 1884—Washington Democrat*

The Ohio and Mississippi Express Train #4 which left this city at 12:40 a.m. this morning met with a terrible mishap when it ran into an open switch one-half mile east of Vincennes. The express was pulled by one of the large engines, #23, with Gad Fairbanks the engineer. At this point its speed is considerable in order to gather momentum for the climbing of a grade which begins a short distance east. The train went in the open switch and the engine and mail car ran out on the ties and into the ditch in a second of time. The fireman, John Smith, was standing in the gangway and was able to jump, thereby saving his life. Fairbanks, the engineer, was pinned down in the wreck of his cab and the steam pouring out upon his arms, breast, and neck scalded the poor fellow so that there was no hope for his recovery. Investigation disclosed that the switch lock had been battered open with a link, the switch light broken out, and the switch turned. On the previous nite a crowd of tramps were bounced out of the sandhouse at the shops and it is believed they were guilty of the evil deed.

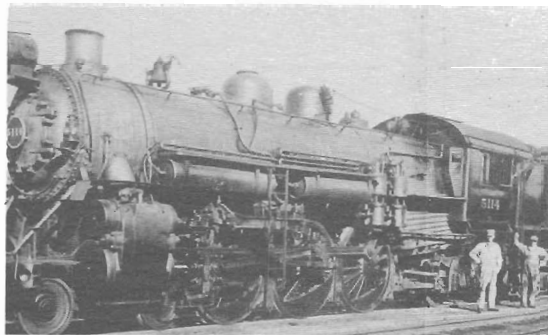
## TRAINS TO STOP AT ALL CROSSINGS

*1886—History of Jackson County*

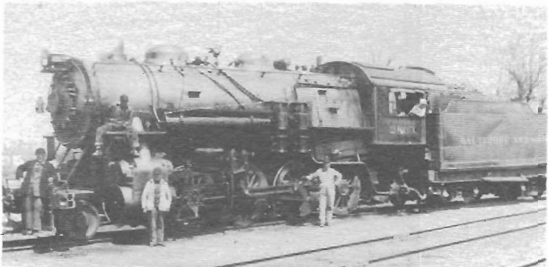
The Jeff. R.R. persisted in its petty spite toward Seymour, refusing to stop even when flagged, thereby causing passengers to embark at Rockford or Farmington. Capt. Shields, who was a member of the legislature, secured the passage of a bill compelling trains to stop at all railroad crossings. After the passage of this bill, the J. M. & I. built a narrow platform where they made brief stops for passengers but provided no buildings until many years later. The O. & M. and the J. M. & I. joined in building the freight house which is still in use. (1886)



*Credit: Al Swazey*  
Engine #105 on the pit at Seymour in the early  
This was a regular yard engine at Seymour.



*Credit: Luther McCool*  
PASSENGER ENGINE #5114 with Engineer Luther  
McCool and fireman.



*Credit: Mrs. Elgin Marsh*  
Elgin Marsh, Gollahan and Louis Mitchell on yard  
engine at Mitchell, Indiana.

# TO BUILD SHOPS AT WASHINGTON

1888 *Washington, Indiana*

The people of Washington, Indiana, had contributed \$72,000 and 70 acres of land to the O. & M. for the building of their shops. A roundhouse to hold 35 locomotives, a large machine shop, car shop, and other buildings were erected on this land during the year. The engine sheds and shop buildings at Vincennes, built 30 years ago of wood, had become in the main so far decayed as to be beyond repair. Some of the engine stalls had been pulled down to prevent their falling on engines. The car shops at Cochran were in little better condition. At the completion of the shops in Washington, these facilities were abandoned.

## NEW DEPOT AT NORTH VERNON

May 16, 1888

The new depot at North Vernon was finished. The old station house had burned and a passenger coach had been used for the passenger's and agent's office and an old box car body for freight and baggage.



Credit: Al Peek

THE ROUNDHOUSE at Washington, Indiana, showing both diesel and steam power.

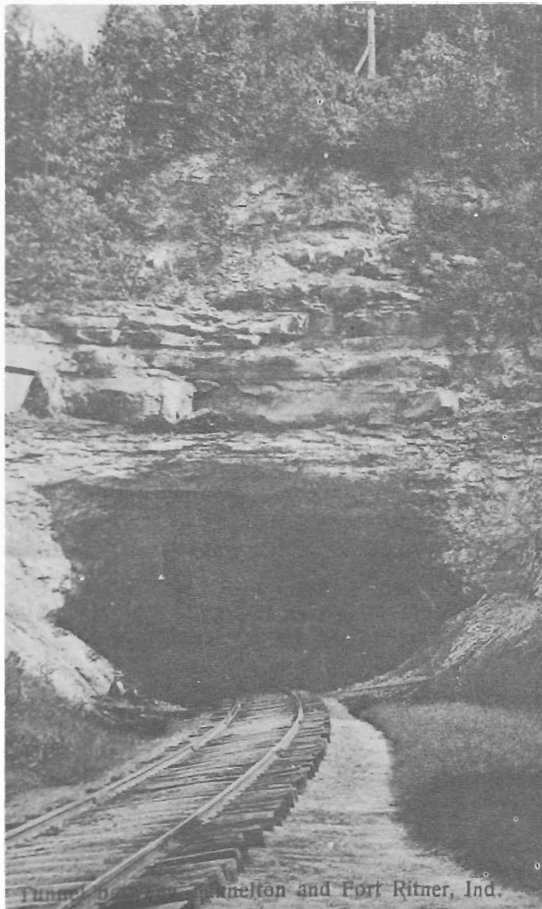
# DISPATCHERS PERFORM GREAT FEAT

May 28, 1892—*Daviess County Democrat*

During the great flood of the Mississippi river at St. Louis, the O. & M. Railroad track was the only one by which the city could be approached from the East. Yesterday's Globe Democrat thus describes a remarkable scene and unparalled feat in train dispatching:

On the Ohio & Mississippi Road, one of the most remarkable scenes in the annals of modern railroads was presented on Friday night. **More than a half dozen** roads are using their single track between this city and Sandoval, a distance of **sixty-one miles**. Between the hours of eight o'clock and midnight, eighty trains passed over this track. **This is at a rate of twenty trains each hour, or one train each three minutes.** The first of this long and **unbroken** procession of railroad trains reached St. Louis about eleven o'clock and following it **at intervals of** a mile or so were sixty other trains, each on its march to this city. On the other **roads** which connect with the O. & M. at Sandoval were twenty other trains waiting to move toward St. Louis. **Had these** trains been strung out in the same manner there would have been a line of trains for eighty miles, a **train each mile**.

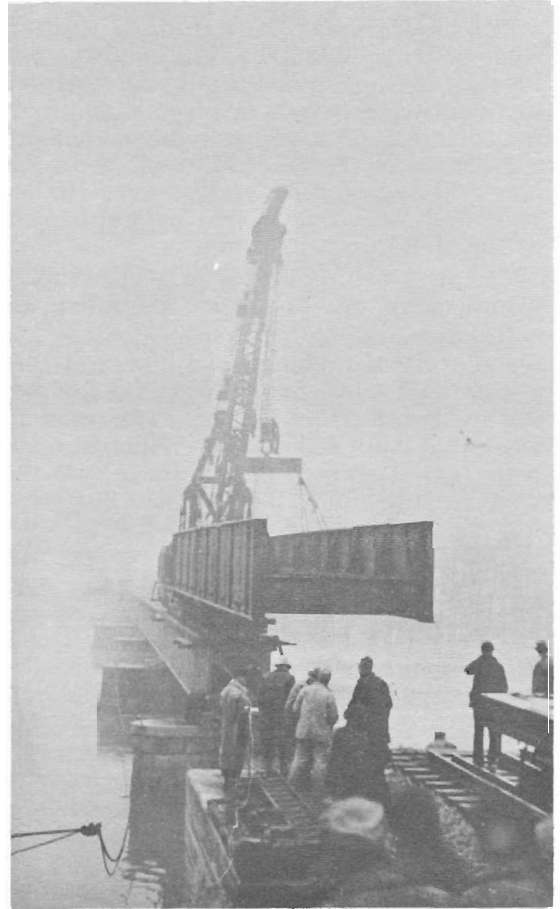
This remarkable procession of railway trains is **without parallel** in railroad history and was kept moving on telegraphic orders sent to the conductors from the train dispatcher's office at Flora, Ill.



Tunnel between Danabenton and Fort Ritner, Ind.

Credit: Chas. E. Smith

**THE BIG TUNNEL BEFORE IT WAS ARCHED IN 1908.** This tunnel was originally completed in 1857. The possibility of rock falls necessitated the need of a tunnel watchman who traversed the tunnel following the passage of each train. The brick arch built in 1908 made the use of a watchman unnecessary.



Credit: Zack Neely

**THE LAST SPAN** of the bridge over White River at Shoals, Indiana, being lowered into place by the construction crew of the American Bridge Company in 1945.

# TRAIN WRECKED AT RAPID RUN CULVERT

May 3, 1893—*Cincinnati Enquirer*

The storm which passed over this city between 5 and 6 o'clock Sunday morning spent its force at Delhi, Ohio, and flooded the country for miles around. A culvert spanning Rapid Run, a small stream, was washed out and with it about 100 feet of the O. & M. railroad track which passes over it. The work of the storm was not discovered in time to warn the west bound express until it had approached to within 100 yards of the wash-out. Engineer Frank Evans reversed his engine and he and his fireman jumped to save themselves. The train plunged on into the danger but fortunately no one was hurt. The Cincinnati Enquirer tells the following story of the accident:

Close by Delhi is a little creek known as Rapid Run. It passes through stone culverts under both the Big Four and O. & M. tracks. The latter are nearest the river and at that point run along the banks within a few feet of the water's edge. The Big Four tracks run parallel with the O. & M. Road that though but a few feet nearer the hills, are considerably higher. Usually the big stone archways under the two railroads are sufficient for the feeble stream of Rapid Run and the passer-by would not know that the creek was there unless told of it. But yesterday morning Rapid Run became a foaming river with enormous volume, and something had to give way. The something proved to be the O. & M. culvert.

The creek rose, passed through the Big Four culverts and found its passage to the river still impeded: The "fill" and culvert of the other road was the obstacle, but not for long. With its powerful, though transient strength, Rapid Run tore away the stonework of the arch piece by piece, washing the stones into the booming Ohio outside. Then the earth was attacked and within an hour's time the work of ruin was complete. The culvert under the O. & M. track had been but a few feet from wall to wall. Now there was a passage for Rapid Run over 100 feet wide. Overhead ran the glistening rails, seemingly as secure as ever before; beneath the immense volume of the newborn river of Rapid Run was flowing.

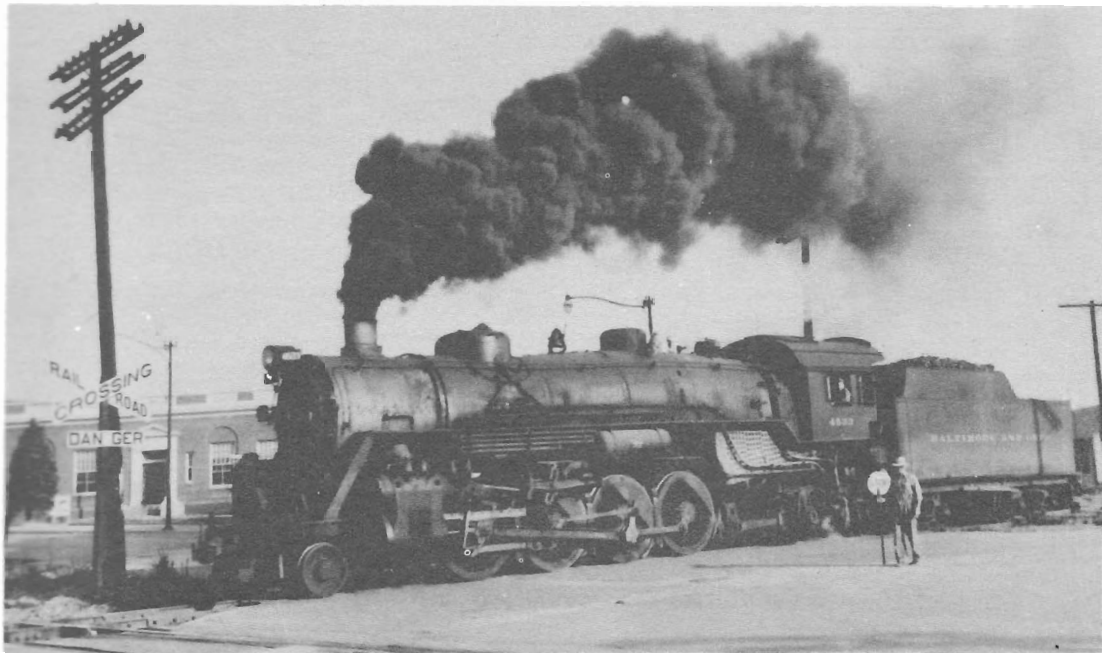
The road-bed of the O. & M. for fifteen pole lengths was washed out. What then would be the fate of the oncoming express?

It was mere chance that brought an old gardener, living near the culvert, to the scene of hidden danger, and it was his presence of mind that saved the train and its people afterward. After the storm had passed, he walked down the banks of the roaring creek and up on the Big Four track above the culvert. From that point he saw the work that had been done by Rapid Run, and realized the terrible fate in store for any train that attempted to pass there over the culvert. He knew that the St. Louis Express was due in Delhi at 8:48. He had but a few minutes in which to warn the train. Rushing into his house he procured a large red table cloth, and with this he ran back to the O. & M. track.

The express was just rounding the curve 100 yards away and was running at a tremendous speed. Frantically he waved the big table cloth, then climbing the fill of the Big Four track to a point of safety. The engineer reversed his lever and jumped, as did his fireman, just before the culvert was reached. The engine broke loose, and so great was its speed that it got over the undermined portion of the track in safety. The coaches broke through and sank quickly into the water.

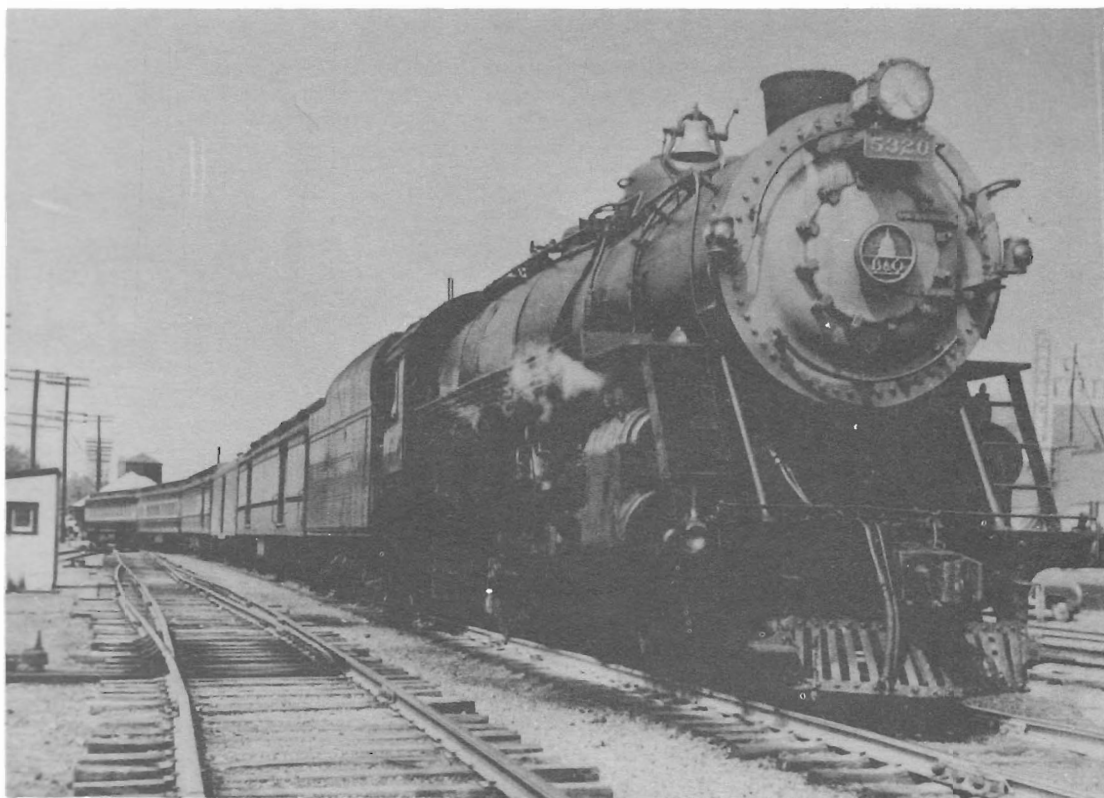
There were eight coaches on the train and ten minutes after the crash came, four of them were under water to a depth above the car windows. The baggage car was also partly under water as was the coach nearest the four mentioned. All the passengers were more or less bruised, and the train was badly wrecked. Conductor Fessenden and the other trainmen by their promptness and determination hustled all the passengers out of the immersed coaches and thereby saved many lives. Had a panic ensued there would undoubtedly have been an appalling loss of life.

The passengers were compelled to wait until the O. & M. train could be sent out from this city on the Big Four. At North Bend, four miles beyond Delhi, this train resumed its own tracks. One of the sunken coaches was pulled out of the gully, but it will be some time before the wreck is entirely cleared up. The O. & M. will build a trestle, 100 feet long at once over the culvert, which, with the fill, will be rebuilt as soon as possible.



*Credit: Chester Spillman*

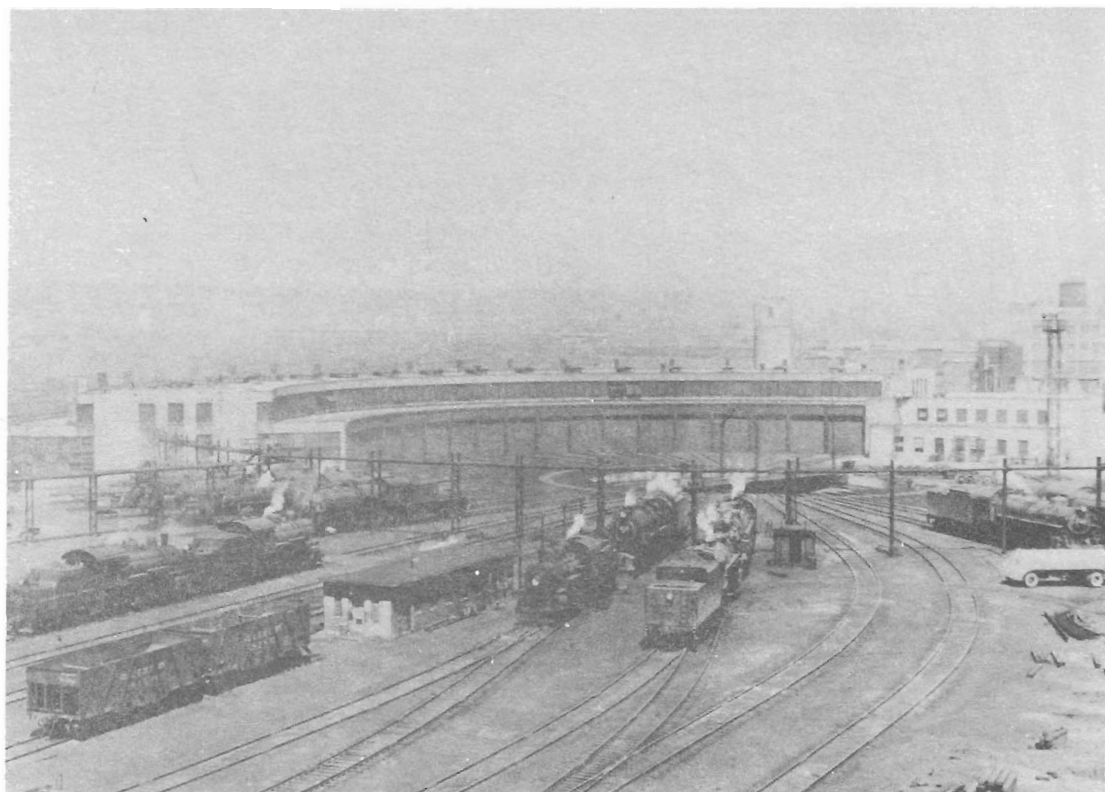
Engine #4533, on the yard engine at North Vernon, returning from the Big Four. Chester Spillman is the engineer and "Hob" Becker, the fireman.



*Credit: Dan Finfrock*

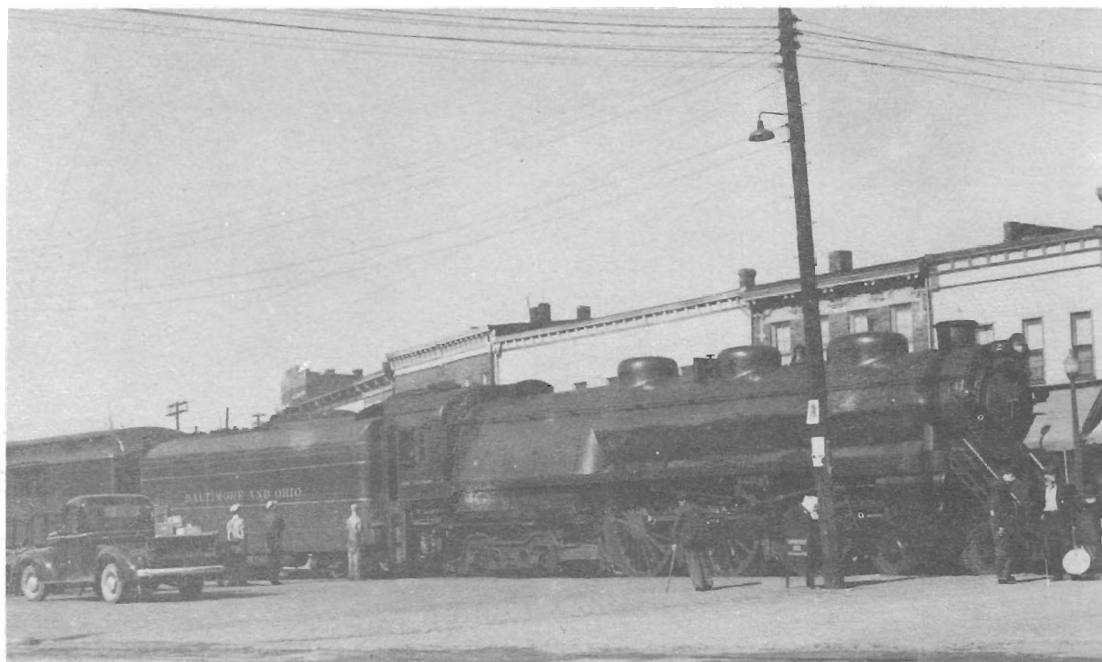
ENGINE #5320 WITH PASSENGER TRAIN #64, stopped at the North Vernon depot, Sept. 3, 1955.





*Credits Dan Finrock*

THE CUT ROUNDHOUSE AT CINCINNATI, OHIO, in the days of steam. Several B. & O. engines are pictured here.



*Credit: R. F. Smith*

The Lord Baltimore engine at North Vernon, Indiana, in 1937. It was operated on trains 61 and 62 between Cincinnati, Ohio and Washington, Indiana.

# CONDUCTOR LOUIS F. PRICE MURDERED

*May 17, 1893—North Vernon Sun*

At 1 o'clock Saturday afternoon, one of the most cold blooded murders ever committed in this state was perpetrated about three miles east of Mitchell, Indiana, by the killing of Louis F. Price, conductor on an O. & M. local freight, by John Turley, a tough of Scottsville, Lawrence County.

Turley, his father and brother, and two other passengers, were on the train when Conductor Price started collecting the fares. Turley presented a B. & O. mileage book for his fare. This was refused by Price, after which there were some words passed. Dr. Bullitt of Lawrenceport, who was sitting near Turley, paid his fare. Price then walked toward the door of his private apartment in the caboose when Turley arose and shot him twice. One ball struck Price in the arm, the other passed through his abdomen. Turley was overpowered, the caboose locked, and the train backed to Mitchell where he was turned over to authorities. He was given a preliminary hearing before a justice of the peace who wanted to set his bond at \$2,500, but the threatening attitude of the railroad men and others caused the justice to recognize Turley to court without bond. He was taken to the county jail at Bedford.

Price lived until 7:30 p.m. that same night. No sooner had the news of the cold-blooded murder of Conductor Price been telegraphed over the wires than it was surmised that the people of Seymour, where the murdered man lived, already angered over another atrocious murder, would engage in a lynching. It was expected the lynching would take place Saturday night, but it did not take place until 2:30 a.m., Monday morning. Sunday evening, masked men, heavily armed, and numbering fully 200, assembled in Seymour, and going to the Evansville and Richmond depot, surrounded an engine that was ready to start to Westport.

At the point of revolvers, they compelled the engineer and fireman to get out of the cab, while an engineer and fireman of their own got in and took possession. Three flat cars were coupled on and the train crowded with men bent on avenging the cruel murder, pulled out under a full head of steam for Bedford.

The mob had been waiting in some hiding places since 9 o'clock that night, and, as trouble was expected, a number of citizens remained on the street all night. Early in the morning the mob quietly proceeded to the jail, called out the sheriff and told him they had a prisoner.

The doors were unbolted, and, instead of seeing the prisoner, the sheriff was confronted with forty revolvers. The masked men asked the sheriff to throw up his hands. He at first refused and started to run back, evidently to find help, but as the demand was repeated, he obeyed. The keys to Turley's cell were demanded. Turley, who had heard the approach of the mob, was almost dressed and ready to meet his fate.

He was led out into the jail yard, while the sheriff was sent back to his room and requested to stay there an hour. After Turley had been taken to his place of execution, he was asked if he wished to pray, as this was his last chance. Turley never uttered a word, and did not seem inclined to make any statement.

He was then tied and drawn up on a limb of a tree close to the jail. One of the mob cried: "Raise him a little higher", and this was done. It was only about fifteen minutes from the time the mob appeared until all had left the yard, and everything was very quiet.

The cause of the murder was attributed to ill-feeling between the Turleys and the railroad company. Old man Turley, who is said to be one of the wealthiest men in Lawrence County, had some valuable cattle which were killed by a train on which Price was the conductor. Turley sued the company and lost his case. The costs amounted to several hundreds of dollars. Price was the main witness for the company at the trial, and the family swore vengeance.

Ever since the trial, the younger Turley, who was regarded as a bad man, had sworn to get even with Price, and the conductor's friends had repeatedly warned him to be on his guard. Turley was drunk when he boarded the train and muttered frequent imprecations against the conductor before he fired the fatal shot.

# CANNON BALL CRASHES INTO FREIGHT

*August 4, 1894—Davies County Democrat*

One of the most disastrous and expensive wrecks that ever occurred on the B. & O. S. W. took place at 4:30 p.m. Monday. In addition to the probable loss of life, property damage will probably amount to \$30,000.

Train #2, the St. Louis "Cannon Ball" ran into an open switch at Cochran, 26 miles west of Cincinnati, and was wrecked. The train was pulled by Engine #113 with Engineer John Little and Fireman Dan Cadden in the cab. There was a postal car, baggage car, two day coaches, the parlor car Lucie, dining car Continental, the sleeper Alverado all in charge of Conductor Ed. Maloney.

A heavily loaded freight train was standing on the siding and the brakeman of the freight train had opened the switch, thinking #2 had already gone. The passenger train, #2, plunged into the open switch and into the standing freight at a frightful speed. The passenger engine was a complete wreck, the tender being thrown over it and jammed into the postal car, tearing the front of the latter completely away.

Engineer Little was so terribly injured that little hope was held for his recovery. His fireman, Dan Cadden, jumped, but he was struck by a flying door from one of the box cars and his leg had to be amputated.

## ENGINEER JOHN LITTLE DIES

*August 4, 1894—Davies County Democrat*

John Little, 45 years of age, heroic engineer of the wreck at Cochran, died Wednesday night at 9:30 p.m. surrounded by his grief stricken family and friends. The funeral of the dead engineer, who stayed with his engine in an effort to slow the train down and minimize the tragedy, when he might have abandoned his post and saved his life, will be held at Seymour, Indiana, Friday morning at 10:30. He had been working on the railroad for twenty years and had been firing for James Baker on #3 in 1875 when the engine turned over after entering an open switch, just west of Seymour, resulting in the death of Engineer Baker. He was promoted to engineer shortly after this wreck.



*Credit: Schroyer*

**A PASSENGER TRAIN WITH ENGINE #5124 at the B. & O. station at Flora, Illinois. The tracks crossing at right angles are those of the Springfield Branch.**



*Credit: R. F. Smith*

**TWO ENGINES ON THE PIT AT North Vernon, Indiana in 1938.**

## **FIREMAN DAN CADDEN SETTLES FOR LIFETIME JOB**

*January 25, 1896—Daviness County Democrat*

Dan Cadden, the fireman injured in the wreck at Cochran when his engineer, John Little, lost his life, has just compromised his suit with the B. & O. S. W. whereby he gets \$1,000.00 and a lifetime job as engineer.

## **RUNNING SWITCH CAUSES DISASTER**

*April 4, 1896—Washington Gazette*

A test train of cars loaded with coal, with engines #165 on headend, and #168 on rear-end, with officials on board to observe, came to disaster at Wheatland when an attempt was made to make a running switch of some cars. The lead engine and some cars entered the switch but the brakeman failed to get the switch closed in time for the others to pass and a wreck was the result. The two new locomotives wound up laying on their side.

# THE FARMER AND HIS WIFE SAVE THE TRAIN

*April 4, 1896—Daviness County Democrat*

But for the heroic actions of Walter Froham and his wife, who live on a farm near Shoals, Freight Train #44 would have been wrecked last evening. The trestle that crosses Beaver Creek, a short distance east of Shoals, caught on fire and was badly damaged.

Mr. Froham discovered the trestle on fire and running to his home he told his wife to hasten up the railroad track and flag the approaching freight train while he tried to put out the fire. When the train came along the engineer saw Mrs. Froham waving her scarf and was able to bring the train to a stop before reaching the burning trestle.

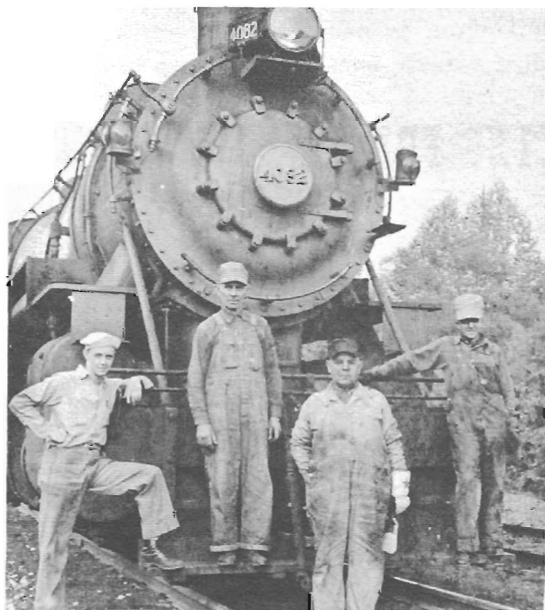
The trestle was found to be in a dangerous condition and it was necessary for the wrecking crews to make repairs to it before any trains passed over it.

## TORNADO AT ST. LOUIS KILLS ENGINEER - HURTS OTHERS

*May 30, 1896—Daviness County Democrat*

One of the greatest disasters in recent years overwhelmed the city of St. Louis last night in the shape of a tornado which began shortly before five o'clock and for thirty minutes tore its awful way through the city, at a rate of eighty miles per hour.

A large section of the Eads bridge has been destroyed and the railroad yards are piled high with wreckage. In East St. Louis the B. & O. S. W. roundhouse and freight house are known to be badly wrecked. Three engines are buried beneath the wreckage of the roundhouse. Engineer Jacob Kurtz is dead. Engineers Wm. Cogan and H. C. Hall are badly injured. Firemen W. VanMeter and Ed. Reeves are badly injured.



*Credit: R. F. Smith*

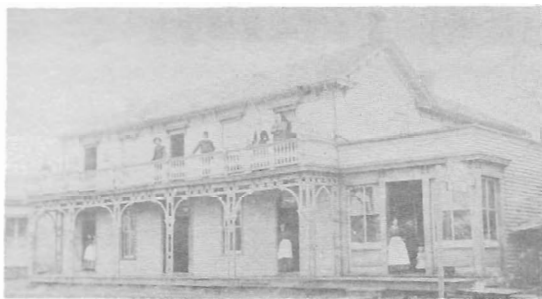
**Brakeman Jim Stearns, Conductor Roy Hunter,  
Engineer George Heller and Brakeman Bill Zohrlaut.  
(1941)**



*Credit: R. F. Smith*

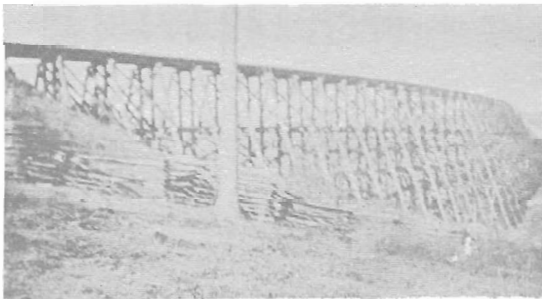
**Engine #5210 at Shops, Indiana. (1941)**





*Credit: Lynn Robertson*

**THE DAYSON HOUSE AT MITCHELL, INDIANA**, a boarding house used by B. & O. men laying over at Mitchell in the early 1900's.



*Credit: Elmer G. Sulzer*

**THE HIGH TRESTLE, SOUTH OF 16th STREET, BEDFORD, INDIANA**, on the right-of-way of the Bedford Branch.



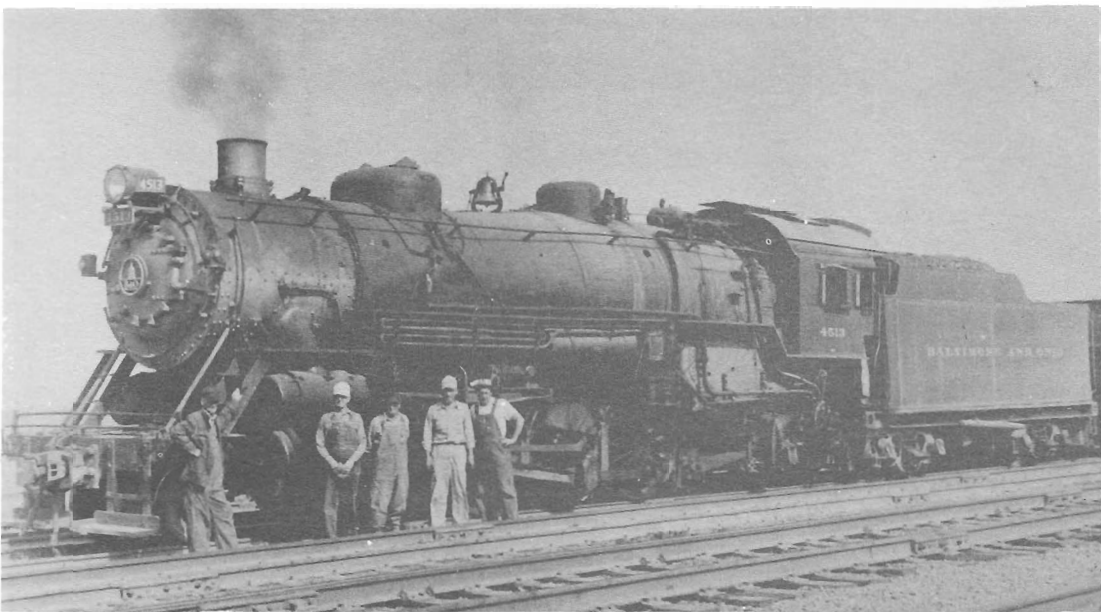
*Credit: Charles Castner*

**A VIEW FROM NORTH END OF NORTH VERNON PIT.** These facilities were abandoned after the conversion to diesel engines in 1958.



*Credit: Charles Castner*

**THE SOUTH END OF THE PIT at North Vernon, Indiana.**



*Credit: Raymond Smith*

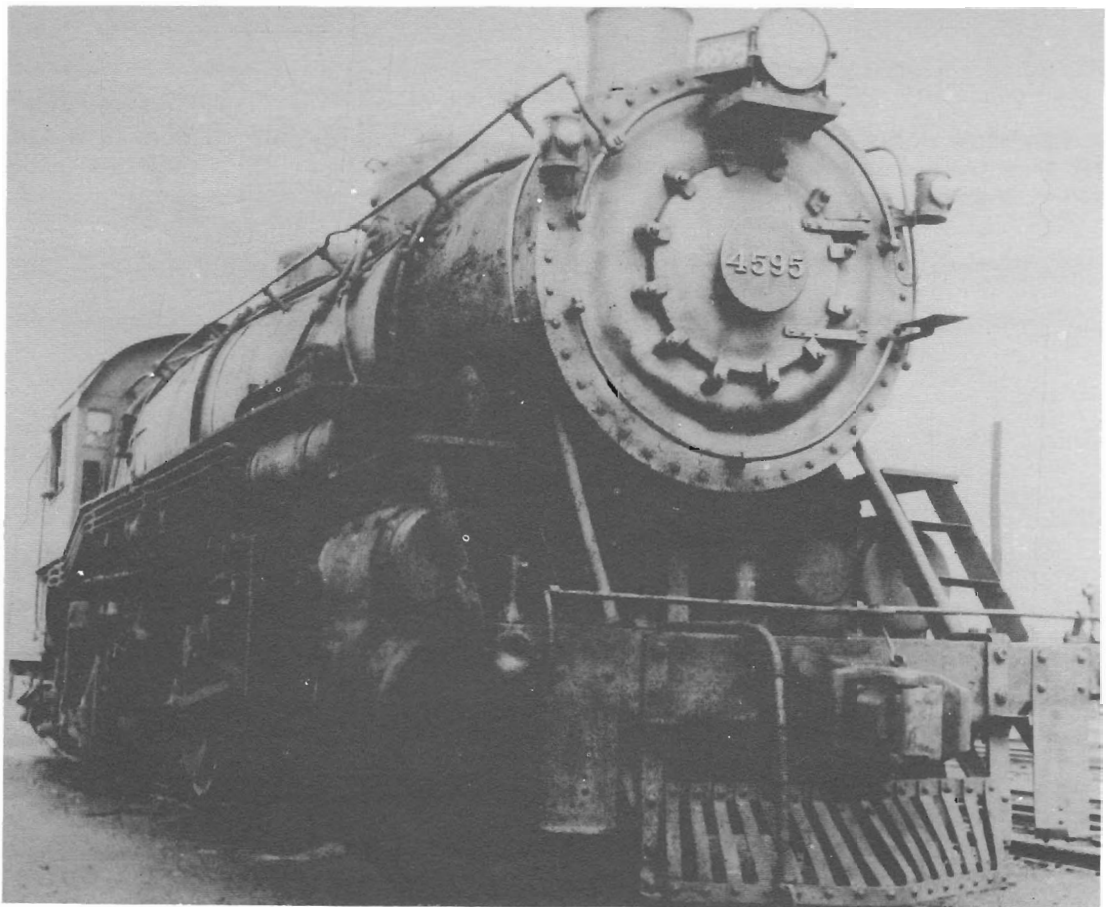
**THE MITCHELL YARD ENGINE WITH ENGINE #4513.** Crew is: Herbert Brown, flagmen, Raymond Smith, engineer, H. L. Gallahan, foreman, Russell Plummer, fireman, and Clarence Miller, Jr., brakeman. Date of picture was Feb. 3, 1958.

# OFFICERS SPECIAL AND NO. 22 COLLIDE

*December 7, 1896—Cincinnati Enquirer*

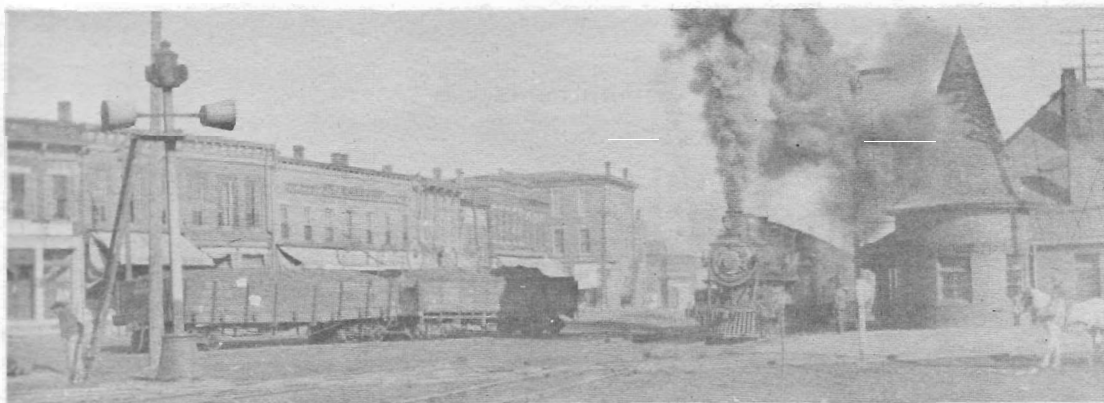
A frightful wreck occurred this morning on the B. & O. S. W. near Storrs in which two men were killed and several other trainmen were seriously injured. The killed were Engineer John Price and Fireman Homer Dixon of the Officers Special Train. Those injured included Engineer Tom Jones and Fireman John Kennedy of the Accommodation #22.

This morning, some officials of the B. & O. S. W. started out from Cincinnati on a tour of inspection of the road, their train running as the section section of #7. Just after passing Storrs Station, they met the Aurora accommodation going east. The trains came together with a crash, wrecking both trains, killing and injuring the trainmen as above stated. Conductor Mike Sexton of the accommodation is reported uninjured. Engineer Price formerly lived at Seymour and was considered one of the most careful engineers on the road. Investigation showed that the crew of 2nd #7 had overlooked an order giving #22 right over their train to Storrs and the two trains met  $\frac{3}{4}$  of a mile west of Storrs. Heavy fog prevented the two trains from seeing each other.




*Credit: Al Peek*

**ENGINE #4595 was used in preferred freight, yard and local service on the St. Louis Division.**



TRAIN LEAVING NORTH VERNON, INDIANA, IN 1910



**HANDY FLAME SAYS:**

**MID WEST NATURAL GAS CORP.**

**116 W. Walnut**

**Brownstown, Indiana**

© H.F.

## The **RIPLEY COUNTY BANK** **Osgood, Indiana**

WE GIVE A COMPLETE BANKING SERVICE

Member FDIC

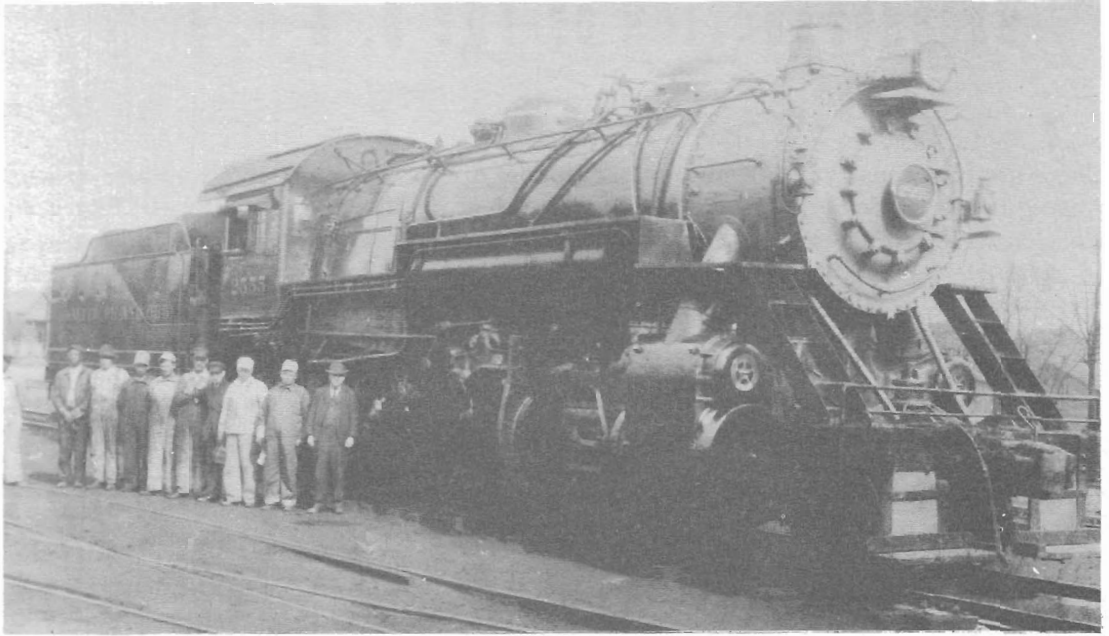
MEMBER FEDERAL RESERVE SYSTEM

## V. L. Poindexter Funeral Home

210 N. E. Fifth Street  
WASHINGTON, INDIANA

Ambulance

Telephone CL 4-0600



*Credit: John I. Booher*

Engine #2555 all dolled up with polished brass to work the National Limited at North Vernon, Indiana. Standing by the engine are: Fern Colbert, George Staten, John Grate, Chester Long, John Booher, James Callahan, Cliff Long, John Buhner, Harry Kinney and Pete Horan. This engine was commonly known as Pete Horan's "Pet."

## WRECK ON THE BEDFORD BRANCH

*May 11, 1899—Seymour Weekly Democrat*

The B. & O. S. W. train leaving Bedford for Rivervale with Engine #112 pushing the train jumped the track a mile south of Bedford on a sharp curve and the engine turned over. Engineer Henry Deputy was badly scalded and Fireman Wm. Lutes was found dead under the front end of the boiler with his neck broken.

## WATER TANK CRUSHED

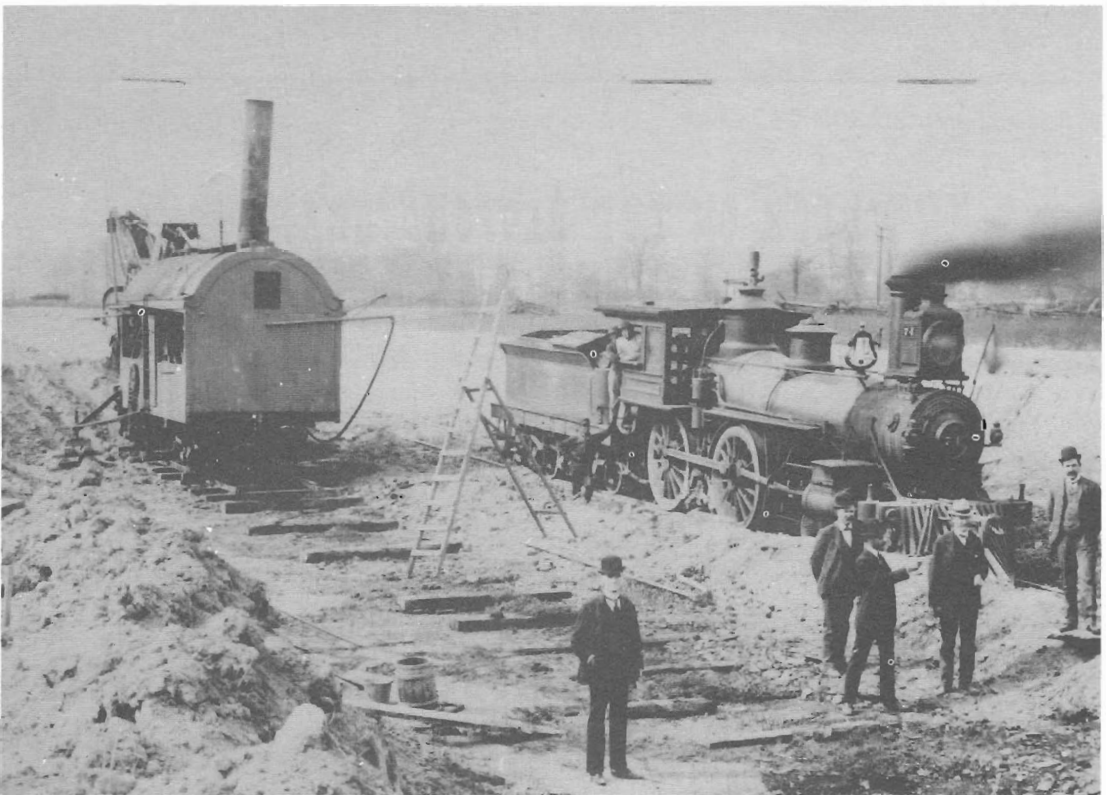
*August 31, 1899—New Albany Ledger*

At 6:15 p.m. Thursday the large water tank at Seymour was wrecked when two passenger cars were shoved over the end of the spur and crushed the timbers supporting it. Forty thousand gallons of water were released. Water will have to be taken at North Vernon and Brownstown until a new one can be built. C. E. Huffman was engineer and Will Leffler conductor of switch crew.

# RECONSTRUCTION OF THE B. & O. S. W.

November 16, 1899—*Seymour Weekly Democrat*

There are four construction trains on the middle division and four hundred men at work raising the track for a distance of a thousand feet on this side of Mitchell. The grade starts level and reaches nine feet. This is done to reduce the grade of the hill from  $1\frac{1}{2}$  to 1 degree. In the large tunnel, which is 1,700 feet long, a large force of men are making a cut of 11 feet and a six foot fill is being put on each end of it. The little tunnel is being made into a cut and 11,000 cu. yds. of stone will have to be removed. West of Mitchell an entirely new roadbed is being built. In some cases it is 1,000 feet from the present one. There are many cuts and fills in this piece of roadbed and in one place a cut of 72 feet is being made to reach the proper grade. At Willow Valley, a tunnel is being put in which will be 1,160 feet long, have a 21.5 foot vertical clearance, be 18 feet wide and have 800 feet of overhead. At Willow Valley, a large number of colored workmen are being employed and temporary quarters have been built there out of rough lumber. Four engines are being used in this construction work and the new roadbed crosses the old one three times between Georgia and the tunnel. The men are working from both ends of the tunnel and they expect to meet about next February. At Montgomery, a cut of ten feet is being made right through the middle of the town. At Loo-gootee a cut of 12 to 15 feet through the town is contemplated to reduce the grade.



*Credit: Otto White*

**ENGINE #74 AT THE SITE OF THE RIGHT OF WAY CHANGE** between North Vernon and Hayden during the reconstruction of the B. & O. S. W. This picture was taken Oct. 26, 1899. The old right of way is seen in the background and is indicated by the telegraph poles. Officials of the railroad in the picture are: W. M. Greene, vice president and general manager, N. G. Spangler, division freight agent, L. C. Fritch, division engineer, J. B. Carothers, engineer of maintenance of way.

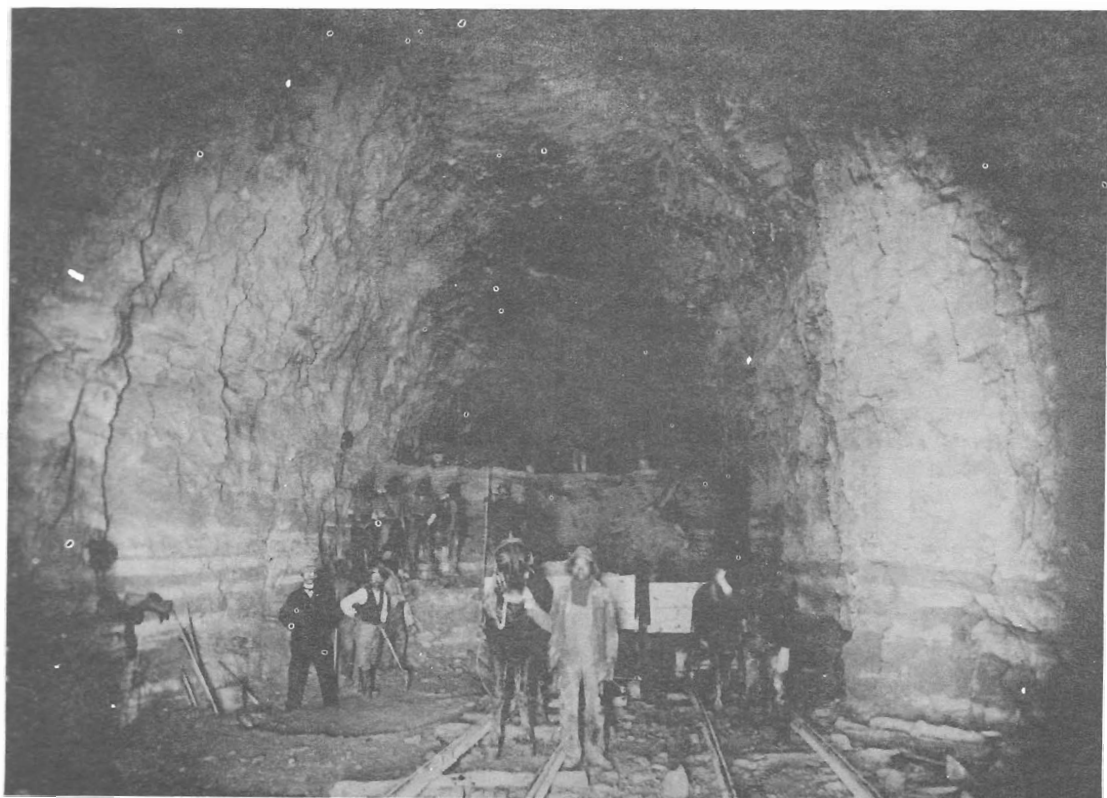


*February 3, 1899—Railroad Gazette*

40,000 tons of 85 lb. rail have been bought and when frost leaves ground they will begin laying it at five points. 2,000 box cars and 500 steel coal cars have been ordered.

*April 21, 1899—Railroad Gazette*

Mason & Hogue of Louisville have been awarded the contract for building a tunnel and straightening curves at Willow Valley. Seven bridges will be eliminated. Gannon & Co. of Cairo, Ill., have contract for changing the right of way from North Vernon to Hayden and a Cinti. firm has the contract for double tracking Moore's Hill. Receivers were recently granted permission to expend \$614,000.



*Credit: Otto White*

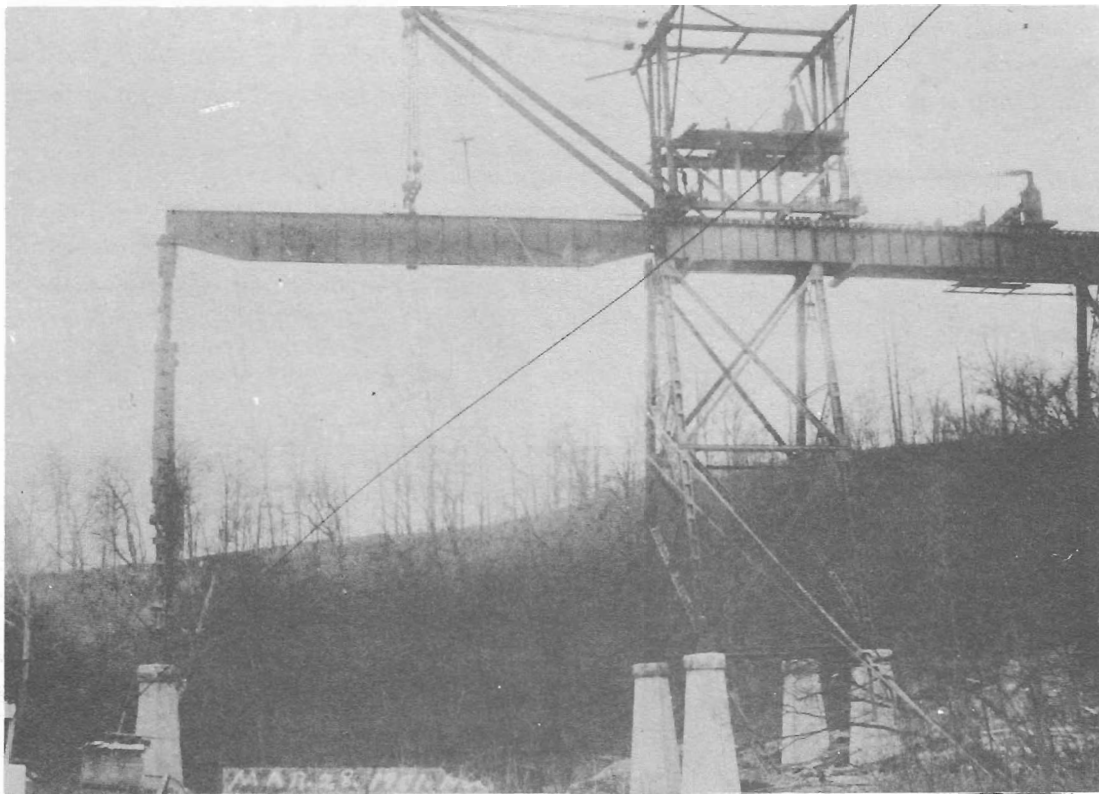
**The Willow Valley tunnel under construction in 1901.**

*May 11, 1899—Seymour Weekly Democrat*

Three workmen were covered up in a landslide at the site of construction work at Rivervale. Two of the men were saved. A further slide over the head of the third man who had been uncovered, caused his death.

*August 31, 1899—New Albany Ledger*

Work is being done on Hayden-North Vernon right-of-way. At present they are straightening the road just the other side of Fraziers, where heretofore, a large curve was made to escape the grade and lower ground along Six Mile creek. A fill of 16 feet is being made.



*Credit: Otto White*

**THE HIGH BRIDGE OVER LAUGHREY CREEK** during construction in 1901 by the Union Bridge Company. It was built of alternate 30 and 60 foot spans with a 90 foot span over Laughrey Creek. It is 108 feet from the top of the rail to the creek at normal river stage.

*August 29, 1900—Washington Democrat*

The work train on which the night force was returning home, hit three flat cars standing on the main at West Vernon at 7:30 a.m. The caboose was at the head-end of the train which was being pushed by the engine. J. G. Anderson, operator of the jack at the steam shovel, was sitting in the door of the caboose and was thrown against a pile of cross-ties and the caboose turned over on him. He was fatally injured. Twelve others were hurt.

*March 1, 1901—Osgood Journal*

The measurement of the B. & O. S. W. has been completed. It now measures 338.7 miles. Four miles shorter than before new curves were built and the relocation of some stretches of track.

*May 23, 1901—Osgood Journal*

The bridge over Laughrey Creek is finished. It is the highest railroad bridge in Indiana. It is 109 feet from the tip of the rail to the water in Laughrey Creek at normal stage. The old right of way between Osgood and Pierceville has been made into a wagon road.

July 11, 1900—*Washington Democrat*

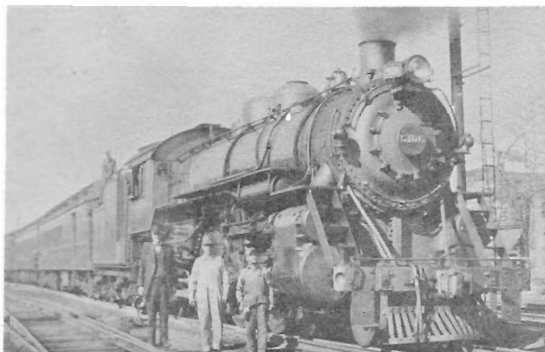
The steam shovel at Fleming will complete the work at that point the latter part of the week when it will be moved to the Three Mile woods east of the city where a small hill will be cut down.

December 19, 1900—*Seymour Weekly*

Steam shovels have finished at Hayden. As soon as new right of way is ballasted the present main line will be abandoned .

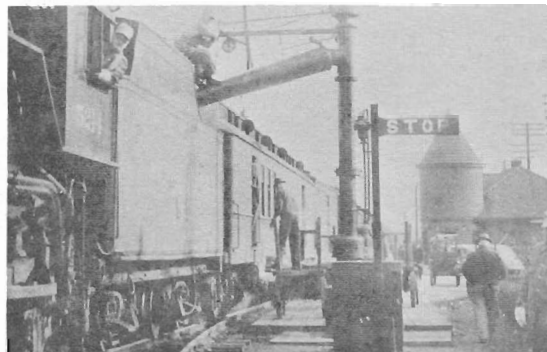
December 29, 1900—*Seymour Weekly*

The old well, dug by the O. & M. to furnish water for engines, was uncovered when the depot at Loogootee was moved. It was 87 feet deep and 8 feet in diameter. It was covered up by steam shovel. Water in this vicinity is now taken at the quarry four miles east of town.



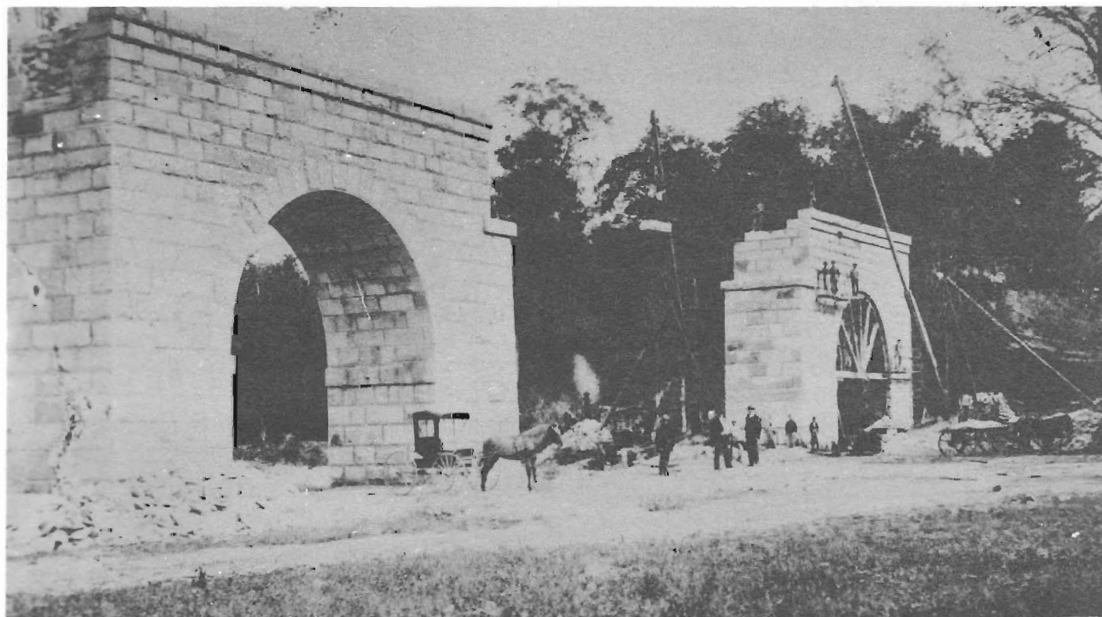
*Credit: Dennis Wilson*

**ENGINE 5106 AND TRAIN 16 at the depot at North Vernon, Indiana. Conductor "Cap" Herrod, Fireman**



*Credit: Frank Wells*

**PASSENGER TRAIN #3 TAKING WATER while stopped at depot at North Vernon, Indiana. Engineer Wallace Sutton is in the cab, Fireman Frank Wells is taking water and Earl Malick is in right foreground.**



*Credit: Otto White*

**THE CULVERTS AT SIX MILE during the reconstruction of the railroad right of way between North Vernon and Hayden in 1900.**



*Credit: R. F. Smith*

**FIRST #3 is shown leaving North Vernon, Indiana in 1937.**

## **GOLD AT LITTLE TUNNEL CUT**

1900—*Washington Democrat*

Sherman Norfrey found \$750.00 in gold February 3, 1900, in a can while excavating at the Little Tunnel Cut site at the time of daylighting (opening up the top of the tunnel). He was from Henryville. He gave several of the coins to the man working next to him and quit his job. The money was minted before 1864. He bought a home in Vernon, Indiana, with the balance.

## **CROSSING ALTERCATION**

November 17, 1900—*Washington Democrat*

Tired of waiting for an overhead bridge across the B. & O. tracks at the east end of town, the Town Board of Montgomery last night started to build a crossing themselves by cutting down the banks on the side of the right-of-way and making one. The company soon learned of the move, and sent an engine which ran back and forth on the track, in the way of the workmen. The town marshal placed the engineer and fireman under arrest when they disobeyed his order to cease. The company then asked for an injunction to restrain the town from building the crossing. This morning, both sides agreed to rest until Monday when Judge Houghton will hear the case. The crossing is said to be so near finished that teams are crossing it.

**The officers of the  
St. Louis Division  
wish you luck  
on your 100th Birthday.**

H. O. McABEE — SUPERINTENDENT

A. E. ODELL — TRAINMASTER

B. M. THOMAS — TRAINMASTER

B. C. RALEY — ROAD FOREMAN OF  
ENGINES

JOHN LEPRICH — ROAD FOREMAN OF  
ENGINES



## TRAIN WRECKED AT BRIDGE

*April 25, 1900—North Vernon Plain Dealer*

A disastrous wreck occurred near Dillsboro at #11 bridge Thursday afternoon in which Engineer George Crane and Fireman Reynolds lost their lives and Brakeman Hook was seriously injured. Carpenters in charge of G. W. Blain were repairing the bridge—it was believed to be safe to cross but the engine and five cars of the train on which the above men were working were derailed and went over embankment. The engineer and firemen were pinned in the wreckage and presumably instantly killed. Fire broke out in a carload of spirits and both bodies were consumed by flames.

## LOCOMOTIVE EXPLODES AT OLNEY

*July 25, 1902—Washington Gazette*

The B. & O. S. W. wreck near Olney, Illinois, Tuesday, which resulted in the death of Engineer Conaty and Fireman Muster, was one of the most disastrous in the history of the road. The wreckage was piled high at the side of the track and upon it, and the work of clearing it took several hours. The train was made up of twenty-six cars, and in the wreck, fourteen of them were badly demolished. The wrecked cars were loaded with merchandise of all descriptions. The force of the blow was so great that the engine was torn loose from the remainder of the train and clear of the track. This left the rest of the train free and it ran down the track for a quarter of a mile before the first car jumped the track. This car was loaded with shelled corn and it piled seven other loaded cars in an immense heap. The track and roadbed were completely torn up for a distance of 100 yards and the ties are damaged for a much longer distance. The track will have to be relaid before the trains can safely cross.

Head brakeman Foutch is the only survivor of the wreck who can give a description of the wreck. The head brakeman usually rides in the engine cab but Foutch had gone to the caboose to eat dinner and had just completed his meal and climbed to the caboose roof to go to the engine. He was upon the roof and facing the engine when the explosion occurred. Foutch said the engine suddenly jumped about fifteen feet in the air and in a second he heard the deafening noise of the explosion. Pieces of the monster engine flew high in all directions. The engine left the track and was thrown around, the pilot facing the west. This piled the engine and three cars in a mass at the side of the track. Foutch was thrown from the caboose roof but with other trainmen he soon ran to the assistance of Engineer Conaty and Fireman Muster, pulling them from the debris and carrying them away.

There was no possible escape for either the engineer or fireman. Engineer Conaty regained consciousness for a few moments and stated that there was plenty of water in the boiler and that he did not know what caused the explosion. Fireman Muster lived a few hours but did not regain consciousness. Engineer Muster was 45 years of age, of Seymour, Indiana. He was promoted in 1888 and was known as "Careful John."

# THE BLUE HOLE DISASTER

On March 27, 1913, as a work train was moving in an eastward direction over the Blue Hole trestle, just west of Washington, Indiana, the trestle was washed away by the high flood waters and the engine and one car were thrown into the deep and swirling waters. One hundred and fifty men were saved when the cars in which they were riding became uncoupled and they escaped a like fate. Of the six men on the engine when it overturned, only two were eventually rescued. The men who died in the Blue Hole tragedy were:

Theodore Gharst, engineer  
Reason Jackson, fireman

Daniel Shaffer, general yardmaster  
Clifford McLemore, night yardmaster

Trainmasters C. G. Stevens and Switchman Dan Tucker, the two rescued men, were saved by men in boats, who were guided in the dark night by the cries of the two men who were clinging to branches in the tops of trees.

The work train had been engaged in shoring up the fill with sandbags when the accident occurred. Thirty minutes after the Blue Hole trestle gave way, the White River Bridge, just west of Blue Hole, gave way and the men who had been riding in the rear cars of the wrecked train were trapped between the two washouts. Some of the men waded out using the rails of a spur track as a guide and reached Tom's Hill, the highest point in this vicinity, and were succored by those living there. The others were rescued by boats, in the morning.

The locomotive, Engine #401, was found by divers on April 6, but the first efforts to raise it were unsuccessful when the chains attached to it by the divers broke in the lifting attempt. It was eventually raised and restored to operation but the tender that was attached to it when it overturned in the Blue Hole waters was never found and a new tender was supplied after it was rebuilt.

The divers hired by the railroad were not able to locate any of the bodies of the missing men. As they had not turned up downstream it was believed they had been trapped in the cab of the engine but no trace of them was found. It was twenty-five days later, on April 20, when the first bodies were recovered. The coat of Reason Jackson, the fireman, was discovered sticking out of the sand by Raymond Leonard, who with C. G. Stevens, the trainmaster and one of the rescued men, had gone down to view the tree onto which Stevens had held and saved himself from drowning on the night of the accident. The body of McLemore, the night yardmaster, was found in the afternoon of the same day by a group of boys who were fishing in one of the deep pools left by the flood. It had been partially uncovered by the receding waters.

On April 22, one hundred and fifty-six men from the B. & O. shops at Washington, equipped with iron prods, six feet long, assembled at Blue Hole, and forming a line, they traveled over the exposed sand and probed the earth. The body of Daniel Shaffer, the general yardmaster, was found shortly after the operation began and the body of Theodore Gharst, the engineer, was found later in the day. Gharst's body was found in the old bed of Hawkins Creek, under five feet of sand, and the first efforts to uncover it failed when the hole filled with sand and water as fast as it was dug out. A coffer dam was built with lumber, forming a circle of twenty feet in diameter, before Gharst's body could be removed.



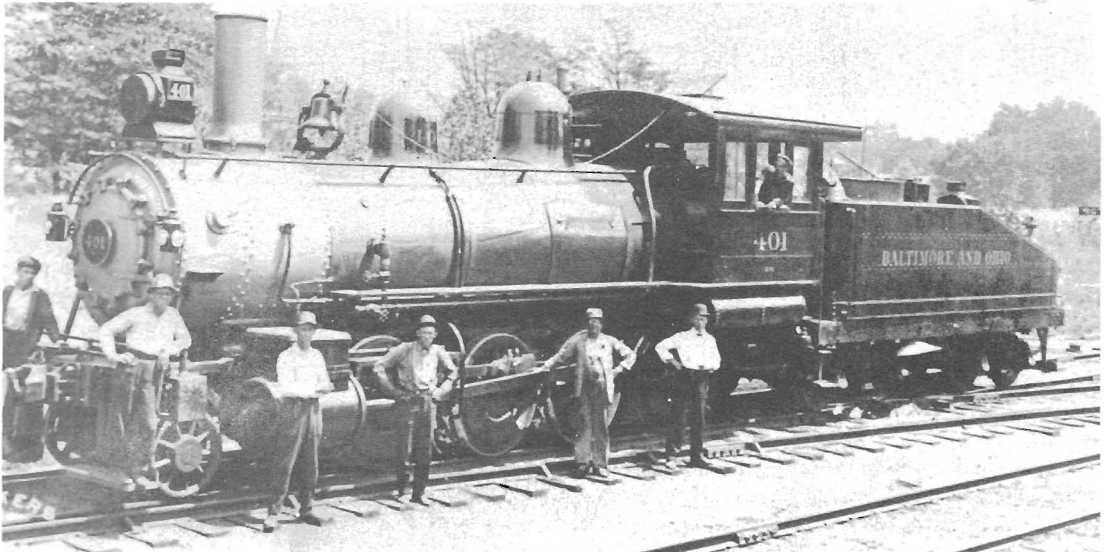
*Credit: Chas. E. Smith*

**THE SCENE OF THE WASHOUT of the trestle over Blue Hole.**



*Credit: Chas. E. Smith*

**DIVERS WERE EMPLOYED BY THE B. & O. in an effort to locate the missing bodies. Joseph T. Gayre, a professional diver of Vincennes, Indiana, aided by his son, also a diver, was unable to find any trace of the missing men. They are shown in the above scene, working from a flat barge, built for that purpose by the men in the B. & O. Shops. The locomotive was located but no traces were found of the tender.**



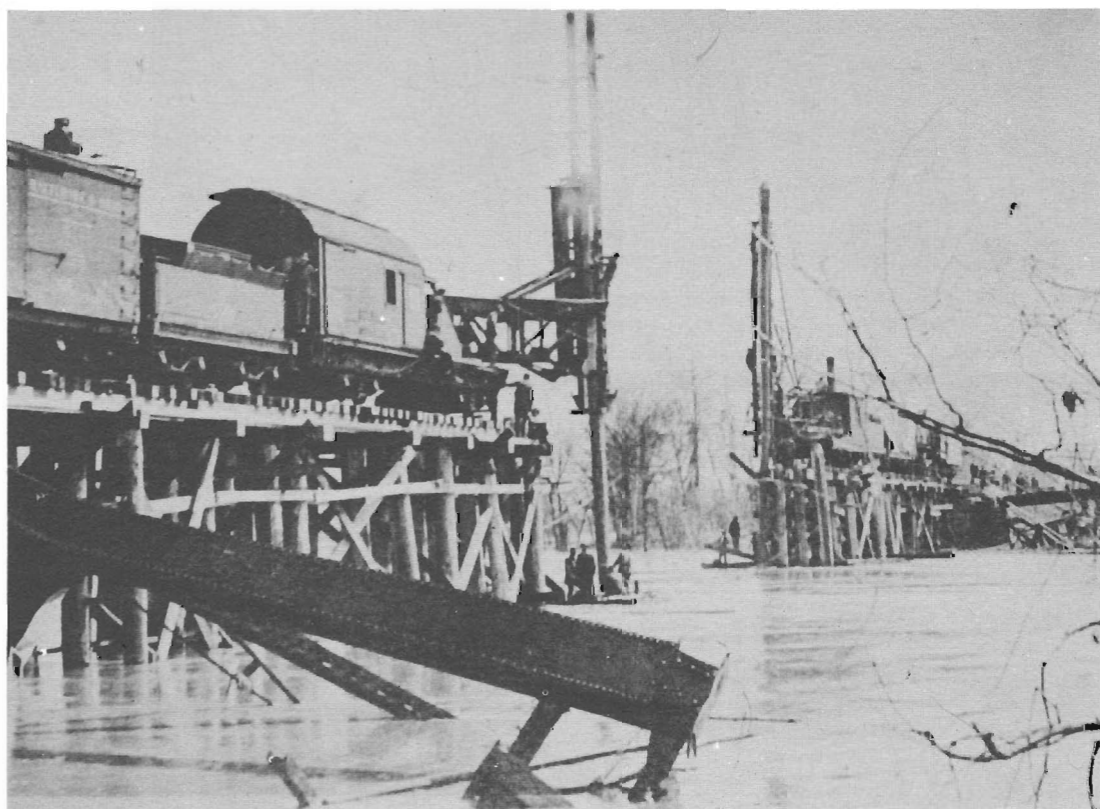
*Credit: Luder Photo*

**THE YARD CREW AT SHOPS with the #401 after it had been raised from Blue Hole, equipped with a new tank and overhauled.**



*Credit: Chas. E. Smith*

**A PILE DRIVER at work rebuilding the flood damage at Blue Hole.**



*Credit: Chas. E. Smith*

**A TRESTLE OVER WHITE RIVER** being built after the 1913 flood had swept away the bridge, east of Washington. On March 27, 1913, shortly after the Blue Hole disaster, the bridge over White River was destroyed by the rising flood waters. It was a truss bridge of two spans, 450 feet in all, that had been built in 1894.



# THE 1913 FLOOD



*Credit: Chas. E. Smith*

THE DEPOT AT TUNNELTON DURING THE 1913 FLOOD.



*Credit: Chas. E. Smith*

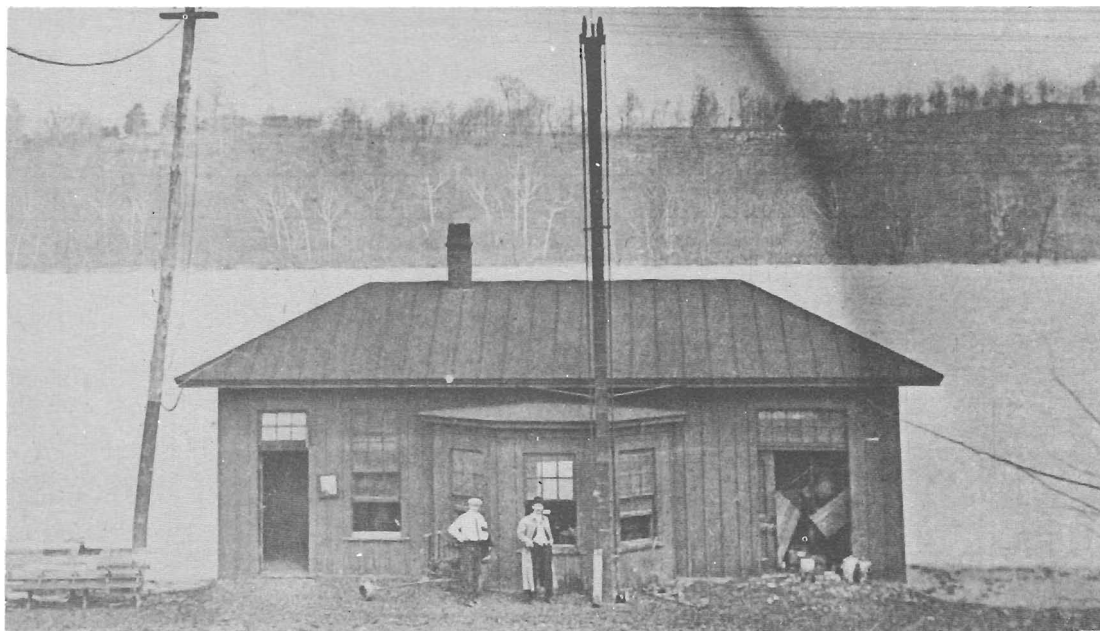
THE WATER TANKS AT RIVERVALE during the 1913 flood.



*Credit: Jack Potter*

RIGHT OF WAY AT SHOALS, INDIANA, 1913 FLOOD.





**RIVERVALE, INDIANA, DEPOT AFTER 1913 FLOOD.**

*Credit: Jack Potter*



**THE BRIDGE OVER THE WHITE RIVER AT MEDORA, INDIANA, after a part of it had been destroyed by the high waters of the 1913 flood.**

*Credit: Chas. E. Smith*

# RAILROAD SCRAPBOOK



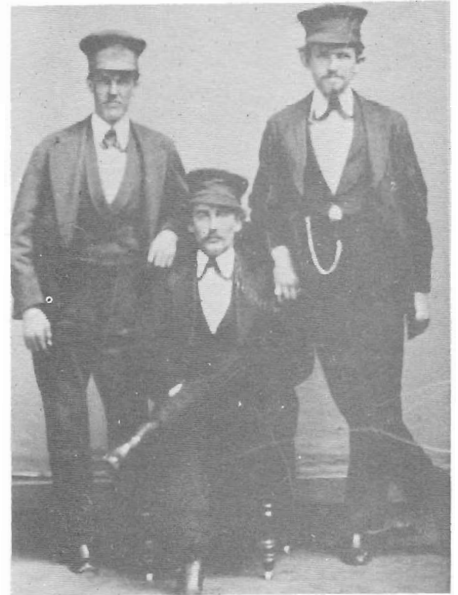
OTTO CLAPP and JIM GABRIEL on the day of Engineer Gabriel's retirement.



ENOS HUMPREY



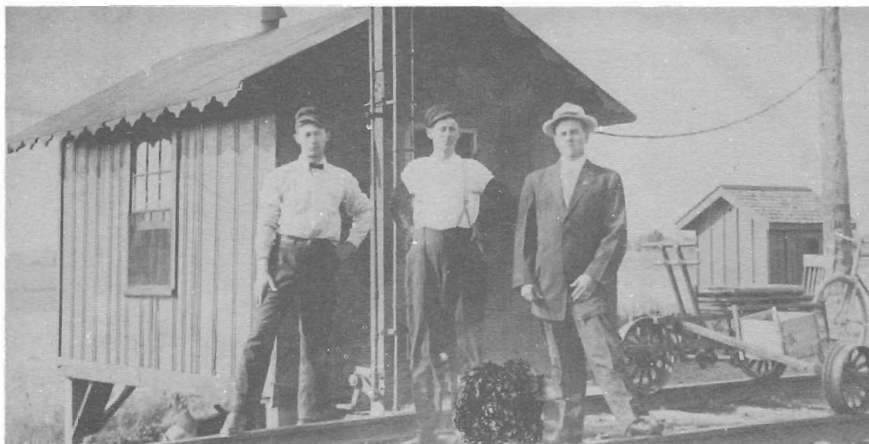
CHARLIE WALTERS



RAUL EMERY, AMERICUS and JOHN DONNELL



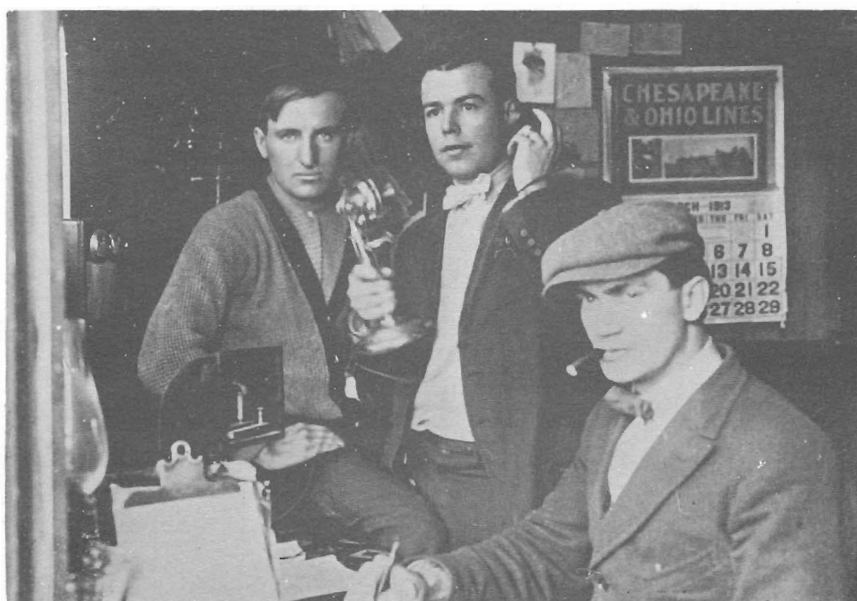
WALTER DARLING



Operators Ferguson, Hubbard and Cox in front of operator's shack at Dunham, Indiana.



Operator McClure in the old Huron depot.



Operators McClure, Terrell and Terry in the Depot at Huron in 1913.



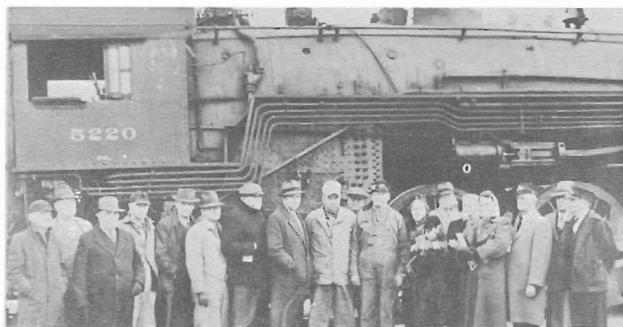
Engineer John Darling and Fireman Earl Russell, with Conductor Goosens on the occasion of a train trip by the latter. (This is a copy of a picture used in the rotogravure section of the Cincinnati Enquirer.)



Jack Bowers and C. E. Smith on the local.



"Stormy" Hamer and "Waxy" Gilbert



Engineer C .B. Lewis on the day of his retirement, Feb. 28, 1949, at North Vernon, Ind. The group who joined to congratulate him is as follows: Jim Riddle, Harvey Lewis, George Heller, Dick Lehigh, K & I Trainmaster Bill Welmer, John Leprich, John Salmons, George Banks, C. B. Lewis, Mrs. Lewis, Charles Ormsby, two ladies, Roscoe Collins and Brakeman McAmus.



"Stormy" Davis, Frances Labitsker, Mrs. Dant, Conductor Dant, Otto Langford, Bob Wilson, "Creasy" Russell, John Darling and the porter, "Streamline."



Operator Ray Trapp



George Henry



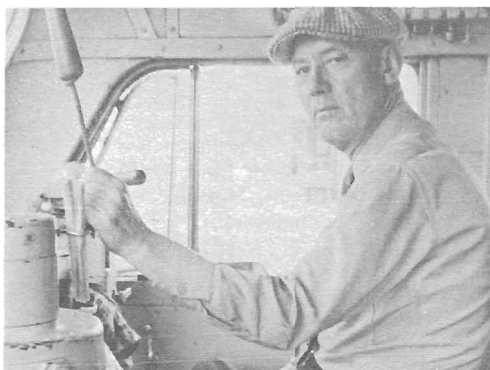
Bill Loyd



**STEVE ROGERS**



**JIMMY BUEHLER**



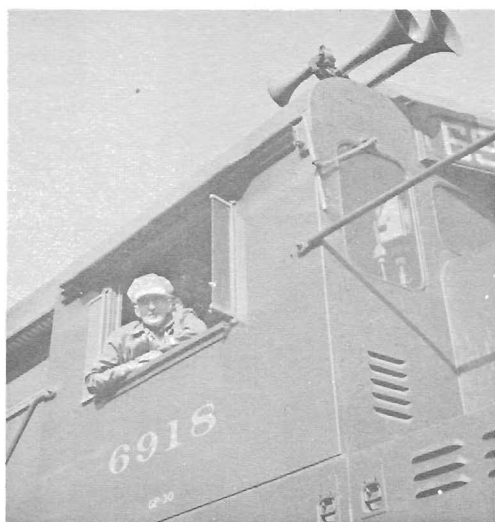
**CLIFF STARR**



**BOB TALKINGTON and ED RUSSELL**



**JOE STEWART**

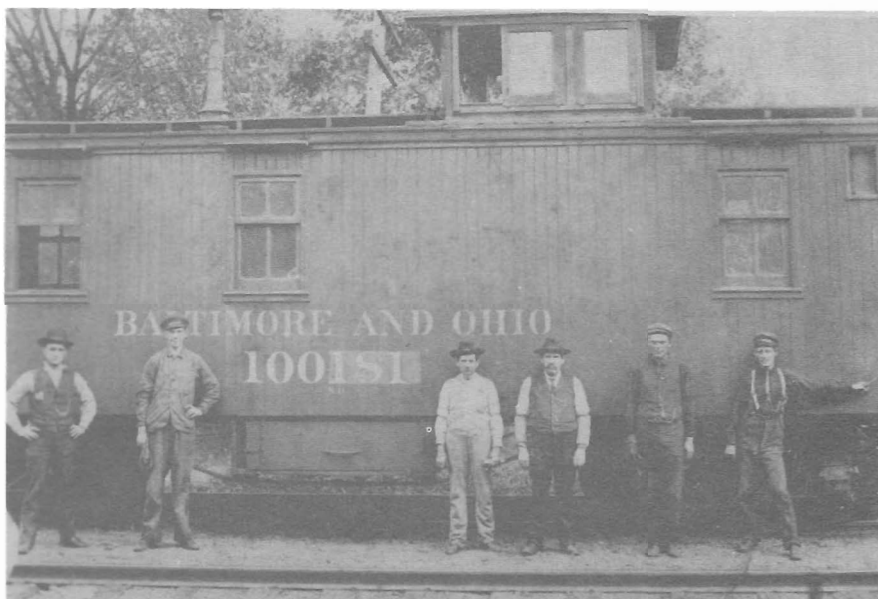


**CLIFF NEWTON**





OPERATORS SPECKERHOFF and VICK in Operator's shack at Fleming, Indiana.



Conductor Ed Jackson, Brakeman Lynn Robertson, Art and Nate Stucky, agents, Brakeman Henry Barlow, and Brakeman Tip Banks with caboose of the local freight train at Loogootee, Indiana.



Brakeman Dan O'Mara, Conductor George More and Brakeman Henry Largent by their "dinky" caboose.



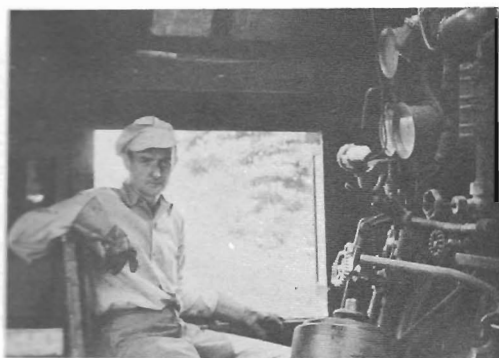
Harry McCabe, "Buck" Ormsby, Jimmy Long, George Heller and one unknown on the North Vernon Yard engine.



Al Swazey, Harry Purkiser, "Shirk" Ulmer, Joe Kirbert, Bill Hirtzel and Bob Wolfe in front of "dinky" caboose C1317.



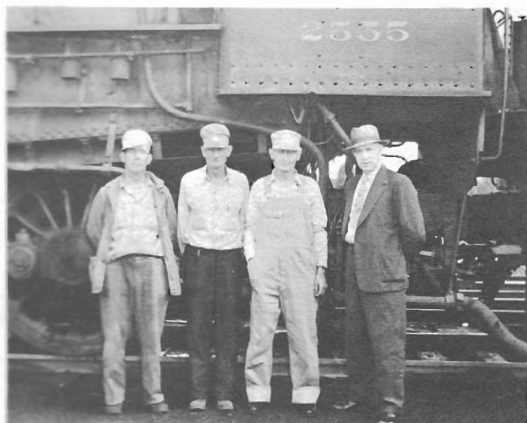
Joe Hulse and Sammy Green at Rivervale.



**Robert F. Smith**



**Steve Rodgers, Dan Joyner, Sam Brooks and "Mike" Dugan at the water stop east of North Vernon.**



**Bill Ulrey, Jim Riddle, Engineer C. E. Smith and Roadforeman John Leprich on the day of Engineer Smith's retirement.**



**Yardmaster Rolli Vance, Operator Ed Watkins, Trainmaster Harold Bennett and Asst. Trainmaster O. A. Smith on the day of Operator Watkin's retirement.**



**The Air Car Instruction Car in North Vernon, Ind. Left to right: Robt. Talkington, R. F. Smith, Russell Brock, Dennis Green, Delbert Hercamp, Lester Burgmeier, George Evans, Harold Cooper, Roe Green, Joe Burnett, Harry Goss, Jimmie Buehler, John Leprich, Robert Ringer, Harvey Lewis, Bill Gill, Alfred Wagoner, "Hob" Becker, Jim Jolly, Winnie Hubbard, Guy Johnson, Price Auleman, "Skeets" Moore, Floyd Abel, Bob Rice, "Rich" Heller and Mr. Chatten, the air car instructor.**

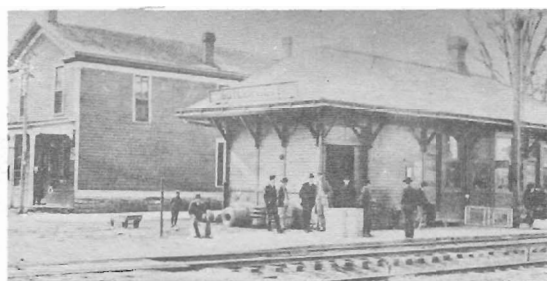


Huron, Indiana

*Credit: Mr. Fitch*



*Credit: R. F. Smith*  
OSGOOD, INDIANA



BUTLERVILLE DEPOT (1889)



*Credit: R. F. Smith*  
AURORA, INDIANA



BUTLERVILLE (1965)



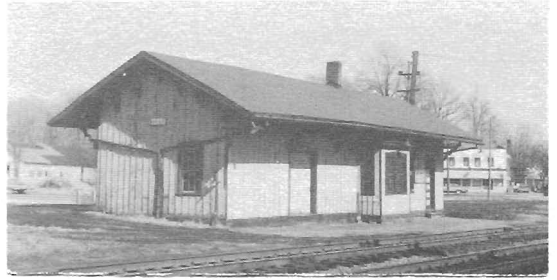
*Credit: Tom Keane*

THE DEPOT AT MITCHELL, INDIANA IN 1910 showing a passenger train and freight train passing. Note the gates that governed the movement over Monon Cross-over.

# DEPOTS



*Credit: Sam Green*  
Bedford, Indiana, January 31, 1924, the last day of operations.



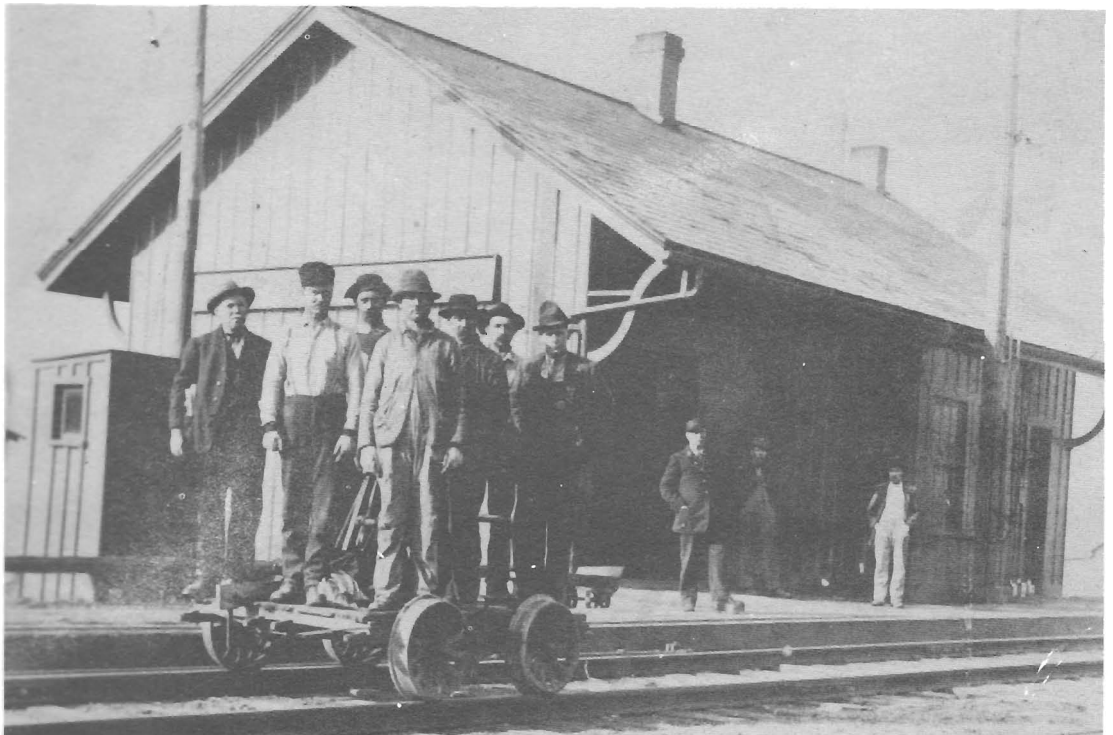
MILAN, INDIANA



VALLONIA, INDIANA (1900)



HOLTON, INDIANA



The depot at Sparksville with the local section crew.

*Credit: Raymond Nicholson*





MARYSVILLE, INDIANA (1911)



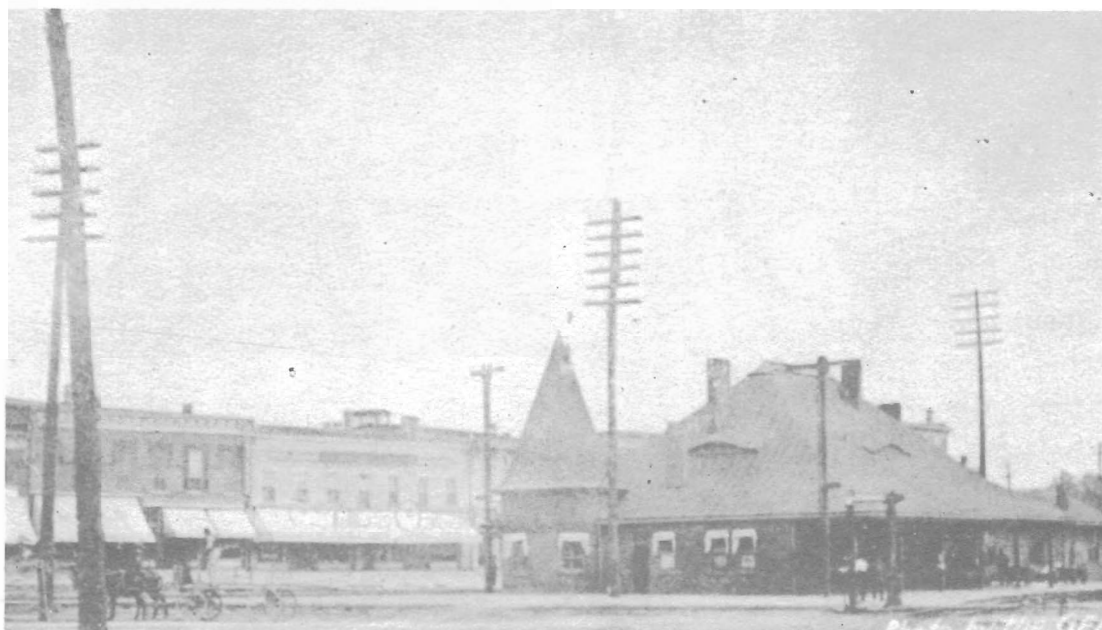
CHARLESTOWN, INDIANA



*Credit: Carl Bogardos*  
LEXINGTON, INDIANA



A SCENE AT SEYMOUR, INDIANA, IN THE EARLY 1900's, showing the B. & O. S. W. depot, coal elevator and water tank. The dispatcher's office was located in the awninged windows on the second floor of the depot.



THE B. & O. S. W. DEPOT AT NORTH VERNON, INDIANA IN 1897.



**NORTH BEND, OHIO (1964)**



**DELHI, OHIO (1964)**



**THE DEPOT at Seymour, Indiana, in 1919.**

*Credit: Otto White*



**Dillsboro, Indiana**

*Credit: R. F. Smith*

# 1937 FLOOD



*Credit: R. F. Smith*

**Pile driver and work train on trestle repairing flood damage at west end of Lawrenceburg after 1937 flood.**



*Credit: R. F. Smith*

**The depot at Lawrenceburg, Indiana, after the 1937 flood.**



*Credit: R. F. Smith*

The right of way at west end of Lawrenceburg after 1937 flood.



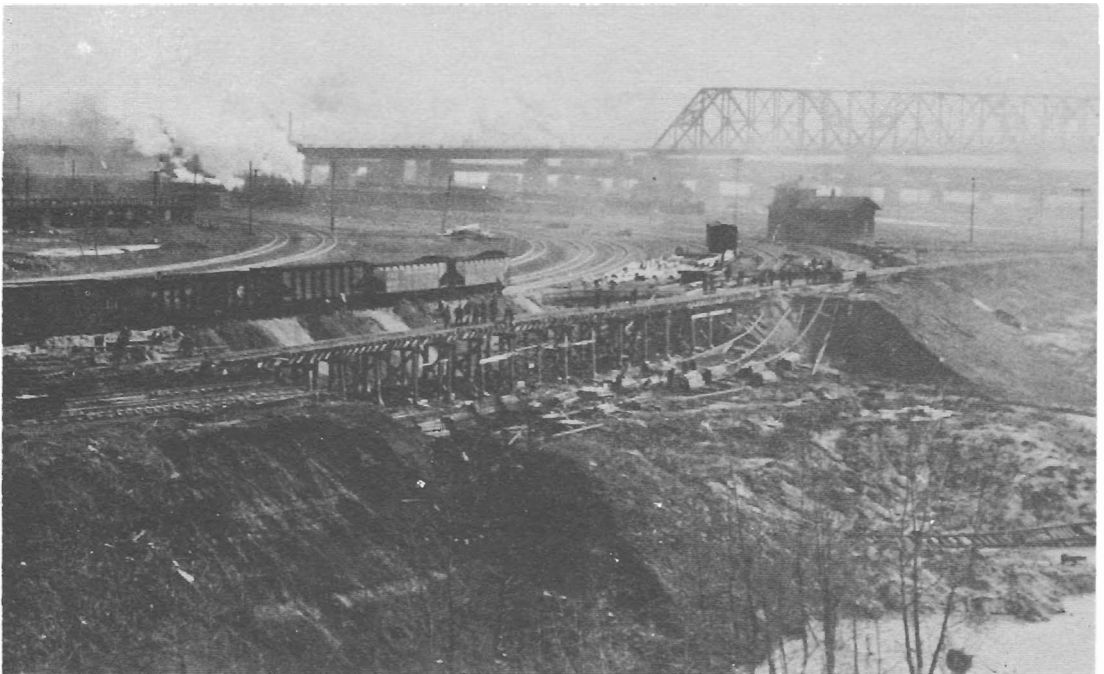
*Credit: Cecil Hissong*

The round-house at Stockyards in Cincinnati at the time of 1937 flood.



A view of the washout at Cincinnati Junction in 1937 flood.

*Credit: R. F. Smith*



This photo shows the trestle being built to repair the washout at Cincinnati Junction during 1937 flood.

*Credit: R. F. Smith*

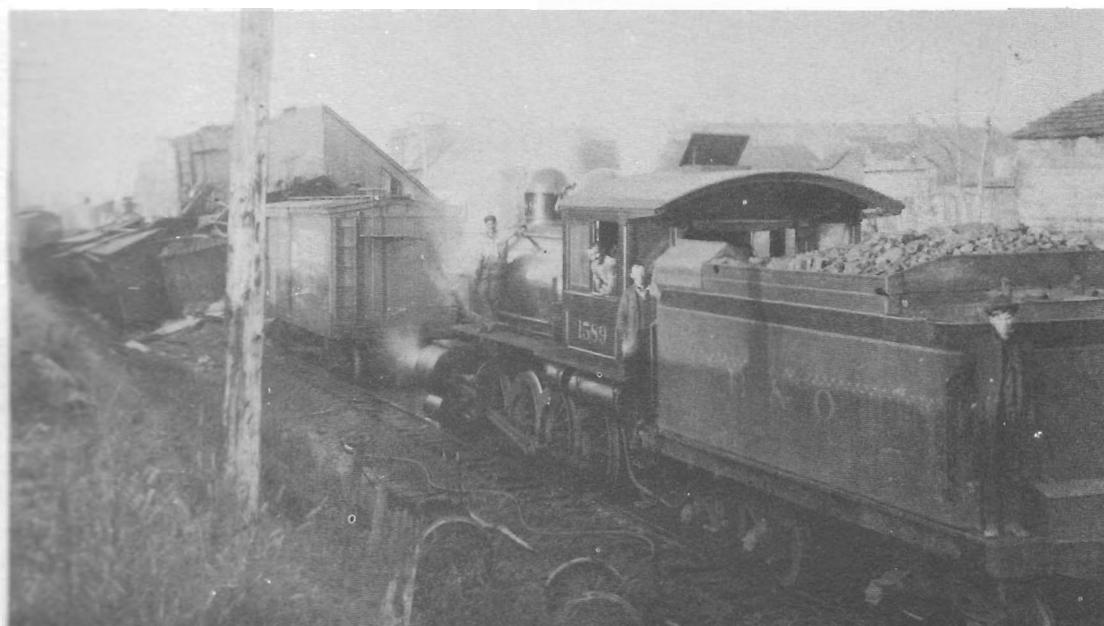


# LOOGOOTEE, INDIANA, November 20, 1902



*Credit: Al Swazey*

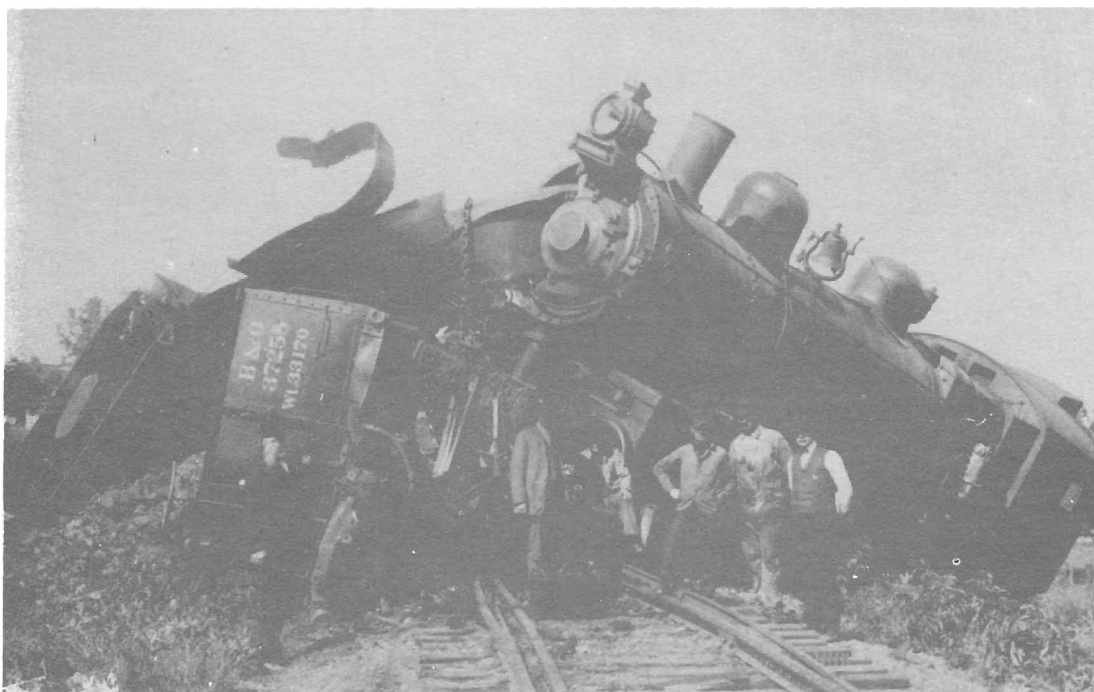
**SECOND #51 WITH ENGINE #1573** was derailed in city limits of Loogootee and fifteen cars were piled up. The engineer was George Craig and the conductor was William Corthum.



*Credit: Al Swazey*

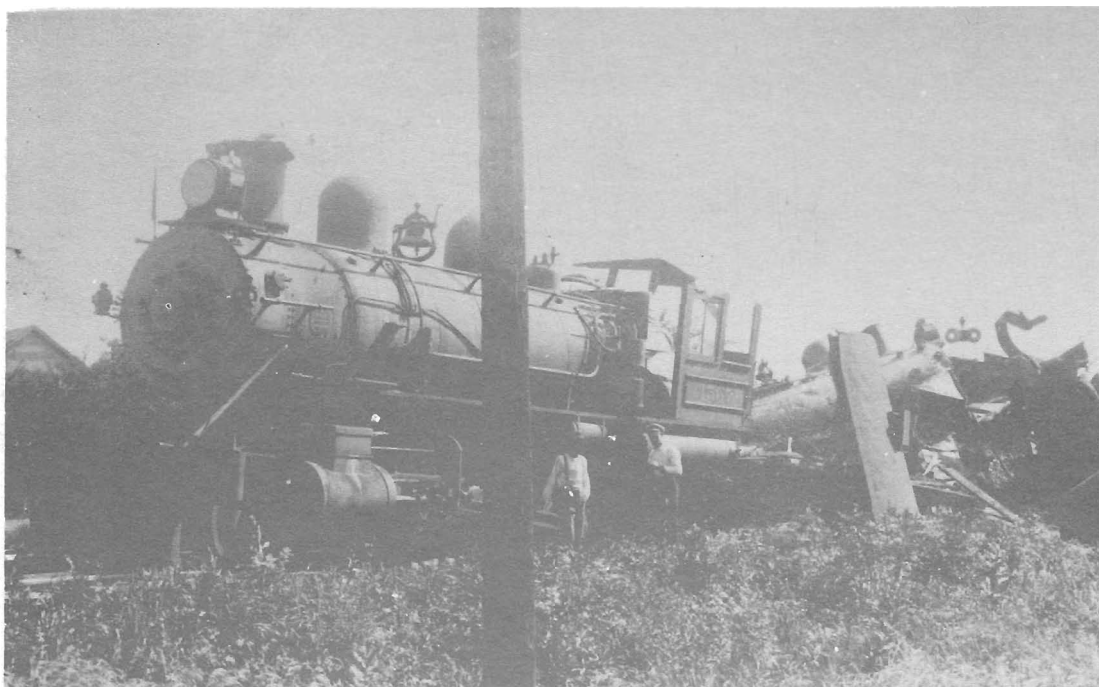
This is a second view of the wreck at Loogootee on November 20, 1902.

# BROWNSTOWN, INDIANA, June 20, 1906 - 1:30 a. m.



*Credit: Al Swazey*

**ENGINE #1469 LIES ATOP THE WRECKAGE** caused when #12, with Engineer Humphrey, collided with freight train #51, with Engineer C. B. Hagen, that had failed to get in the clear at Brownstown before the arrival of the passenger train. The conductor of #12 was Lincoln Durland and R. F. Montgomery was conductor of #51. No serious injuries resulted but it was a large financial loss to the company.



*Credit: Al Swazey*

**ENGINE #1567** which C. B. Hagen was running in the wreck at Brownstown.

# HURON, INDIANA, September, 1906-12:45 p.m.



*Credit: Al Swazey*

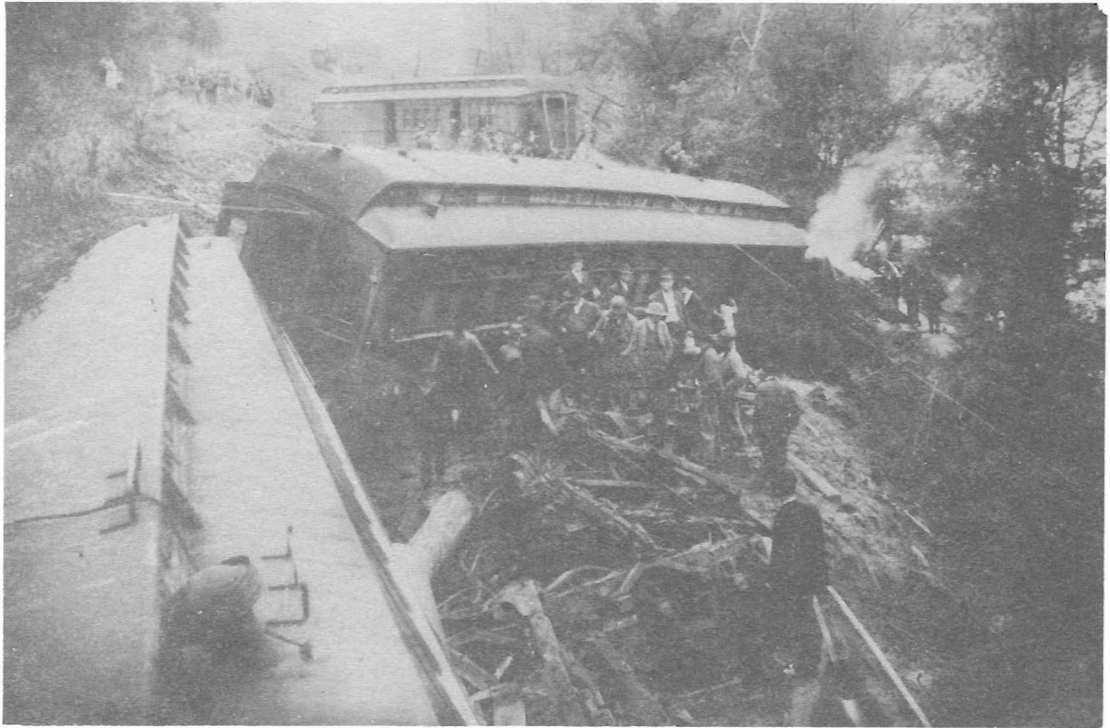
A sideswipe collision between #1, the fast mail train, and #7, the accommodation, at the west end of the passing track resulted in the death of Engineer Ted Lehan and Fireman John Williamson, the engine crew of #1. Cause of the wreck was said to be the fault of the engine of #7 going out of the clear at the end of the side track.



*Credit: Al Swazey*

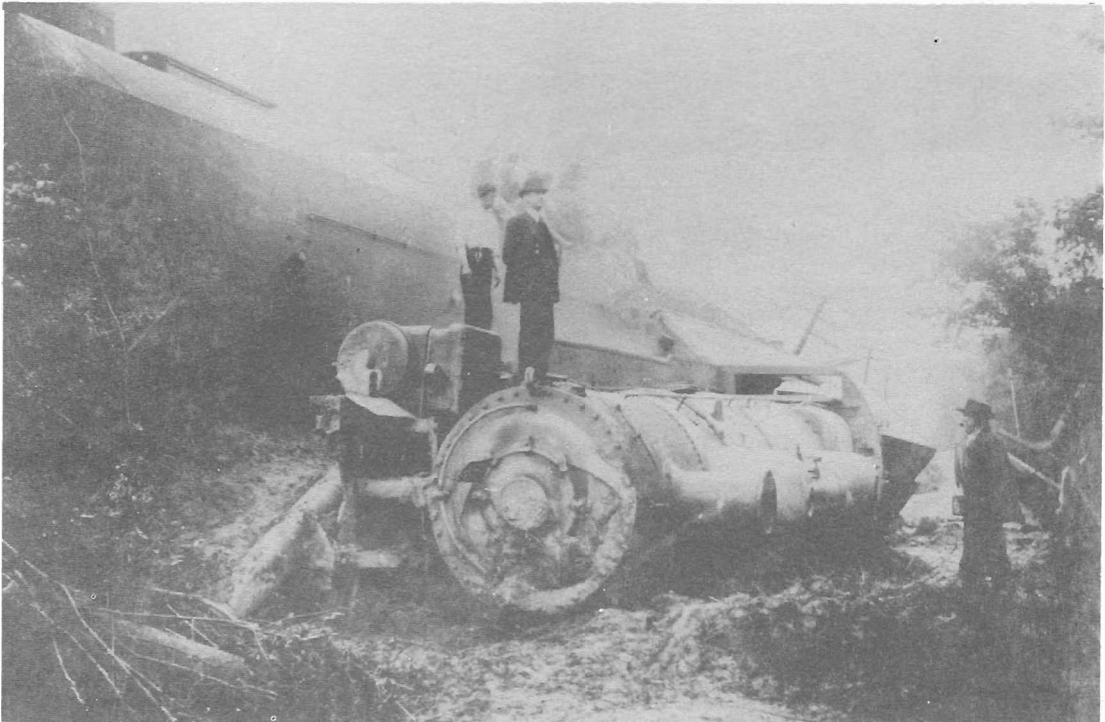
A second view of the sideswipe collision between #1 and #7.

# SPARKSVILLE, INDIANA, May 6, 1908



*Credit: Al Swazey*

PASSENGER TRAIN #12 WAS WRECKED about one mile east of Sparksville when a large rock was dislodged from the hillside by the heavy rains and rolled down the hill and onto the track. Engineer Enos Humphrey, a survivor of three other wrecks in the past two years, was critically injured and died a few days later.

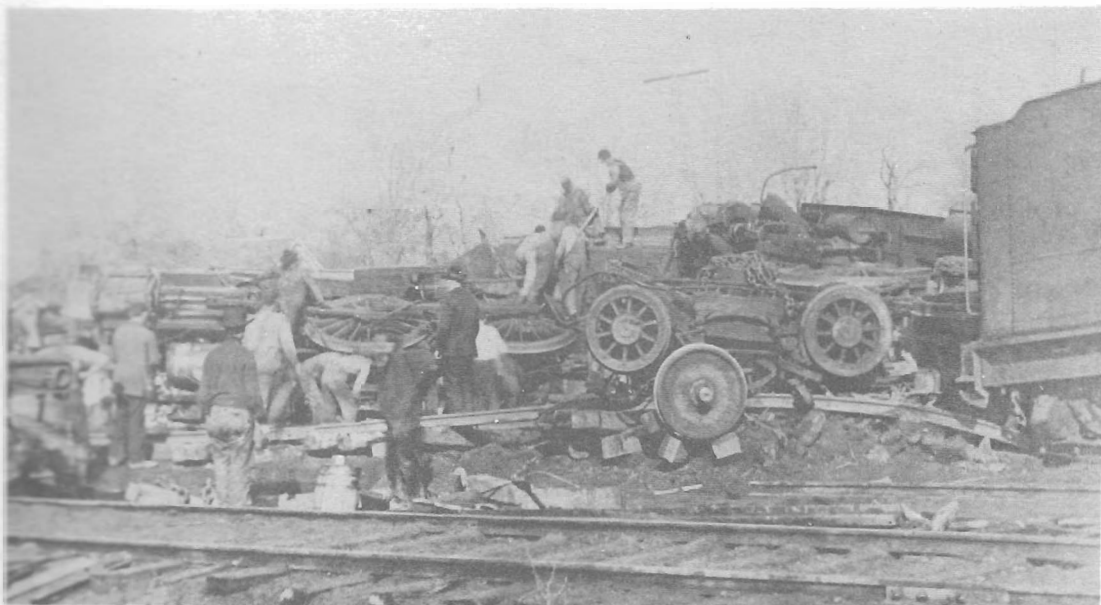


*Credit: Al Swazey*

A VIEW OF THE WRECKED ENGINE OF TRAIN #12.

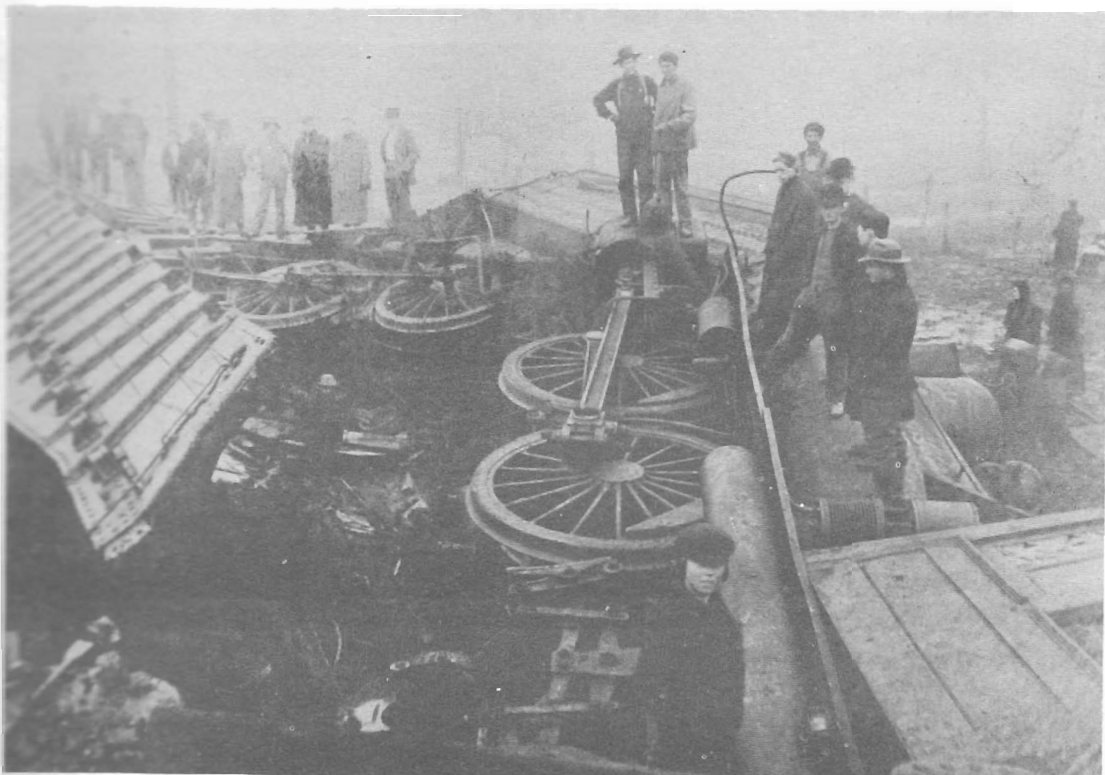


# FLORA, ILLINOIS, March 2, 1910, 4:15 a. m.



*Credit: Leo Grannon*

A REAR END COLLISION IN THE FOG occurred when passenger train #3 with engines #876 and #1470 overtook freight train #51. Engineer Cornelius Lynch of #876 and Fireman Elmer Albion of #1470 were instantly killed. Engineer Charles Bamber of #1470 died several days later. Leo Grannon, the other fireman, was not critically injured.

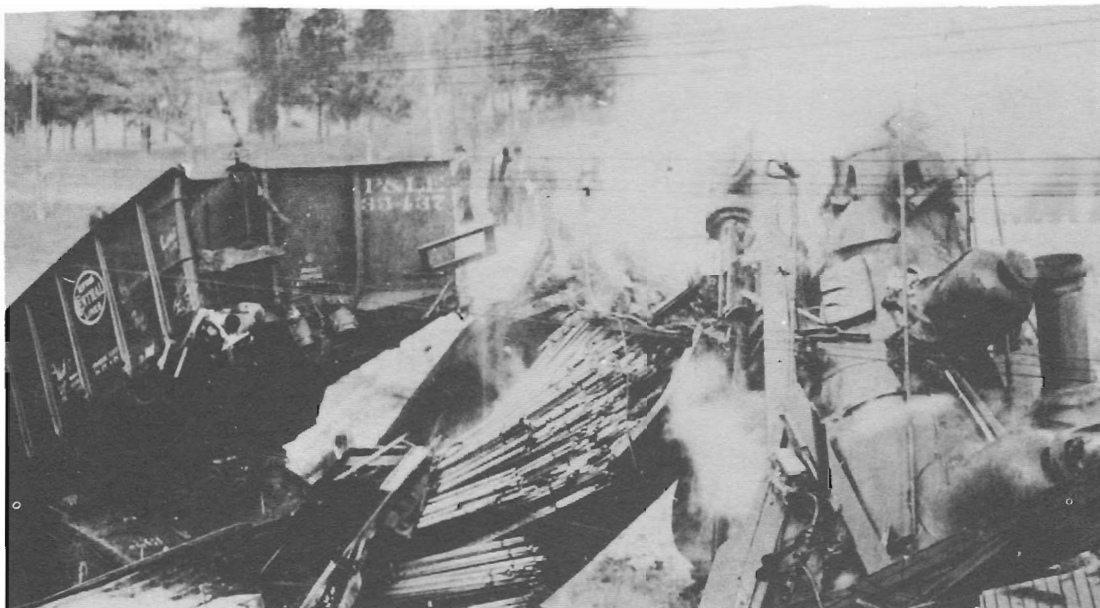


*Credit: Leo Grannon*

A VIEW OF THE WRECK AT FLORA, ILL. (1910)



**NORTH VERNON, INDIANA, November 24, 1910, 9:45 a. m.**



*Credit: Mrs. Norval Marsh*

**WRECKED ENGINE OF ACCOMODATION #7** after colliding with a freight train which was standing on the main at the east end of North Vernon. The engineer of the passenger train was Hugh Sullivan, and Charles Ormsby was the engineer of the freight. There were no serious injuries. The engine crew of #7 jumped when the collision was inevitable. The engine, a caboose and several loaded freight cars were demolished.

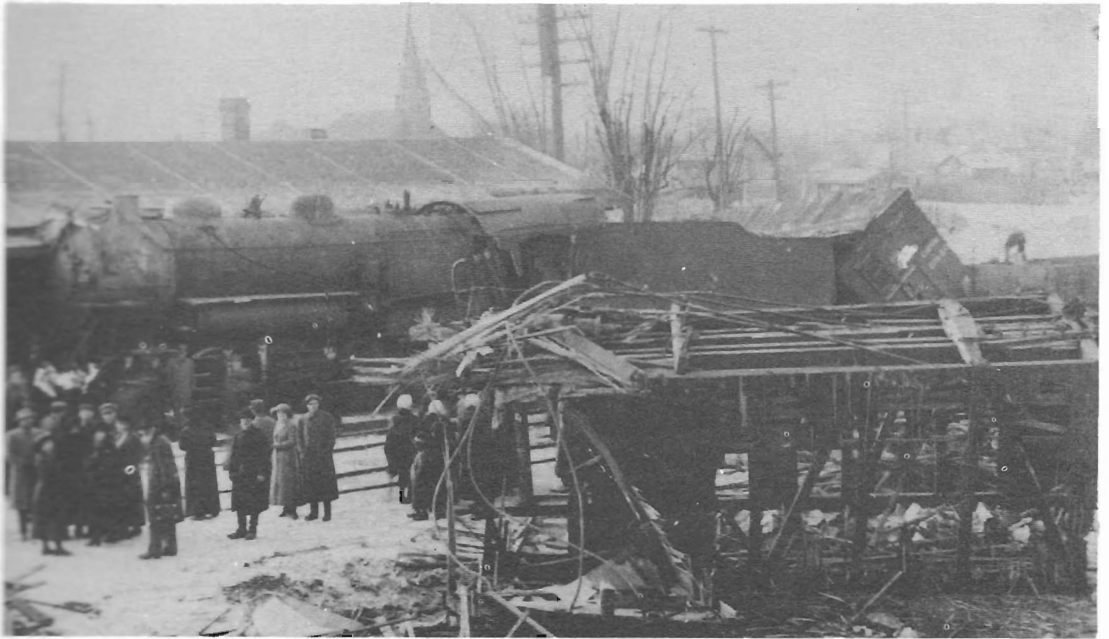
**FORT RITNER, INDIANA, December 27, 1909**



*Credit: Chas. E. Smith*

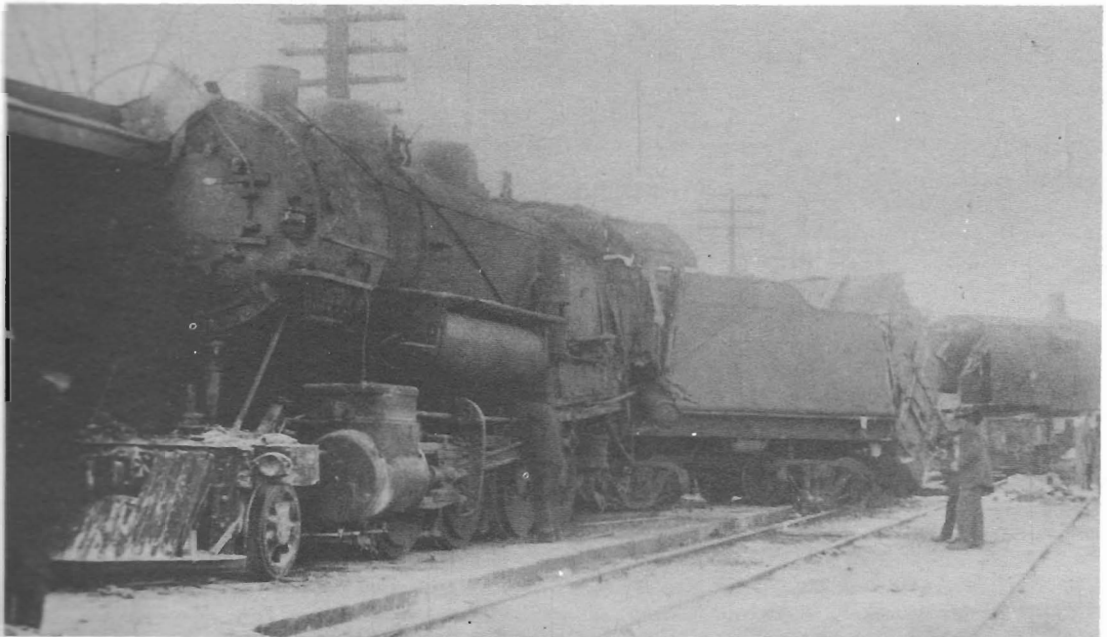
**A HEAD END COLLISION AT STONEY POINT**, just east of Fort Ritner, Indiana, between #98 and 2nd #51 resulted in the death of Engineer Amick, Fireman Rout, Fireman Emily and Brakemen Lee and Hattibaugh. Engine 1558 was on #98 and Engines #1563 and #1594 were double-heading 2nd #51. Cause of the wreck was said to be the fault of #98 in passing Fort Ritner ahead of a wait order. Duffy Donahue, trainmaster, and John Ball, brakeman, face camera.

# MITCHELL, INDIANA, January 19, 1912



*Credit: Dick Lee*

A B. & O. freight train ran through a Monon train on their crossing, climbed on to the depot platform and ran into the depot. The engineer of the B. & O. train was Claude Trueblood and John Elliott was conductor.



*Credit: Dick Lee*

Another view of the engine and depot wreck at Mitchell.

## DEPUTY, INDIANA - April 17, 1916, 5:30 a. m.



*Credit: Chas. E. Smith*

**THE BRIDGE OVER BIG CREEK**, located just north of Deputy, was wrecked when a car in a **Big Four** freight train jumped the track and knocked the bridge off of its southern pier. The train was running as **2nd 95** and was in charge of **Engineer Hogady** and **Conductor Cook**.

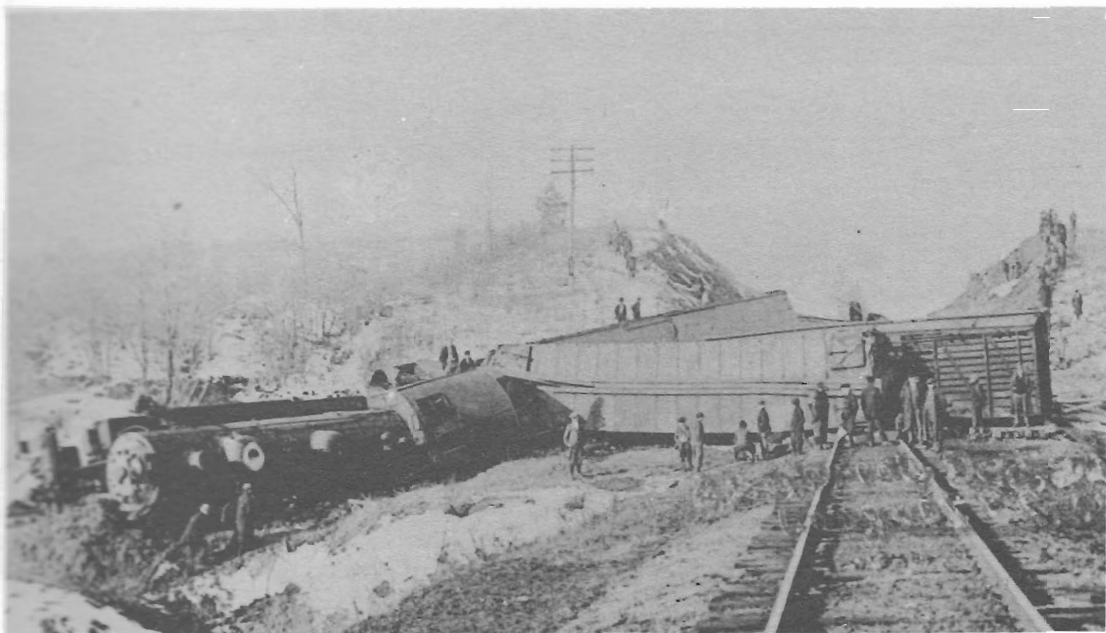
## NORTH VERNON, INDIANA December 29, 1917 7 p. m.



*Credit: Mrs. Norval Marsh*

**THE COLLISION BETWEEN SECOND #23 AND #2** at the east end of North Vernon resulted in the deaths of **Harry French**, engineer, **Joseph Horning**, fireman, and **M. C. Harvey**, baggageman, on **Second #23** and **Frank Day**, engineer, **M. E. Matthews**, fireman, **Albert Suhr**, baggageman, and **J. H. Kempton**, brakeman, on **#2**. One passenger was killed and fifteen were injured. Cause of the wreck was said to be the failure of **#2** to wait at the east end of North Vernon for **Second #23**. The wreck took place just east of the **Muscatatuck River Bridge**.

# LOOGOOTEE, INDIANA, December 20, 1917



*Credit: Al Swazey*

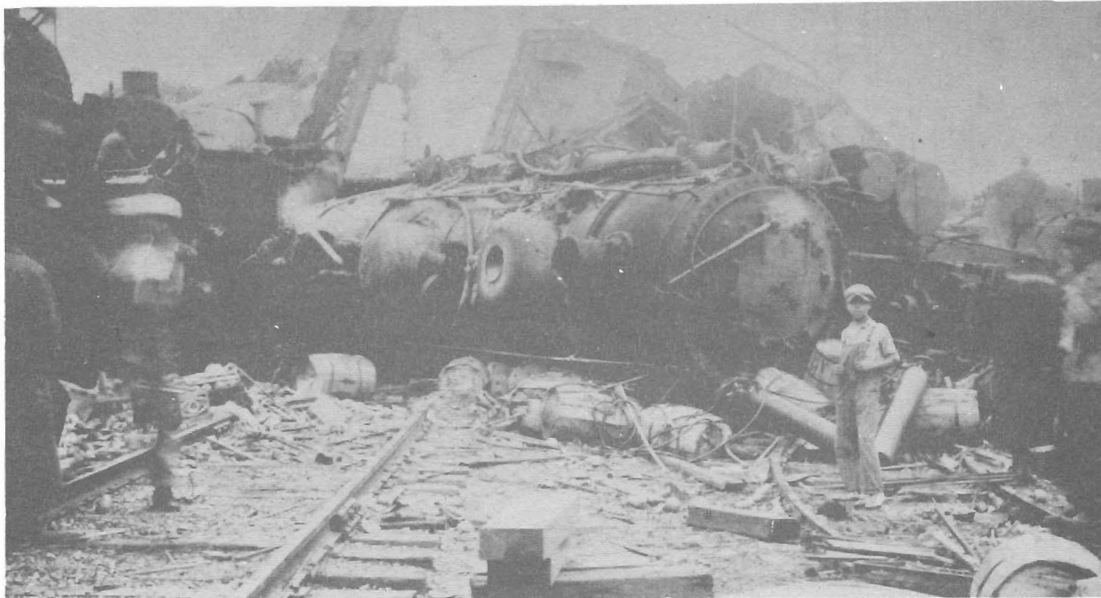
THE WRECK AT THE SAND PIT SWITCH, two miles east of Loogootee of a freight train. Engineer was John Heffernon. Wreck was said to be caused by a faulty switch.



*Credit: Al Swazey*

The engine of the train wrecked at Sand Pit Switch, Loogootee, Indiana.

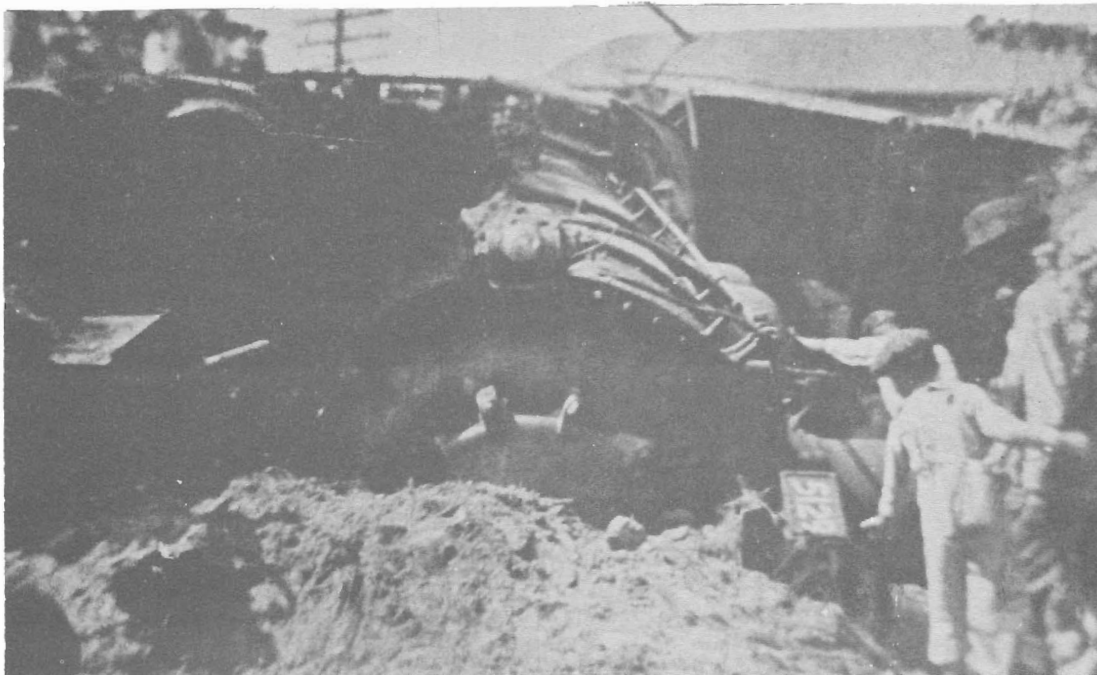
## MEDORA, INDIANA, June 8, 1921, 2:30 a. m.



*Credit: Albert Lucas*

A DERAILMENT OF FAST FREIGHT #90, a double header, in the city limits of Medora, resulted in the deaths of Engineer Hugo Seifker, Fireman T. J. Hill and Brakeman Harry McCulley. Engineer M. E. Downing and Fireman Claude Harding were injured. All those fatally injured were on the lead engine. A defective switch on the station track was believed to be the cause of the accident.

## MITCHELL, INDIANA, August 21, 1924



*Credit: Dick Lee*

PASSENGER TRAIN #12 WAS DERAILED at the east end of Mitchell by the derail in the passing siding. Engineer John Donnellis was killed and Fireman Lee Simmons was seriously injured. The main line switch to the cross-over had been left open by the yard crew and the signal light being out, the engine crew of #12 was not aware they were running on the passing siding and the train was wrecked upon reaching the east end.

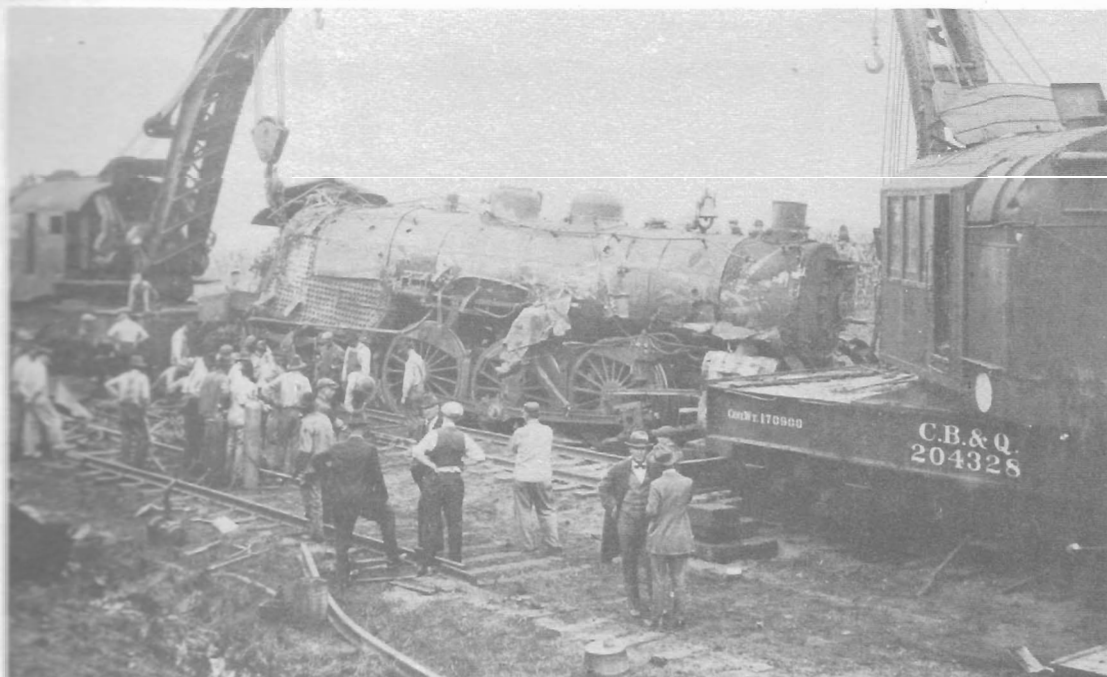


AVISTON, ILLINOIS, October 3, 1924-10:57 p. m.



*Credit: Robert Wilson*

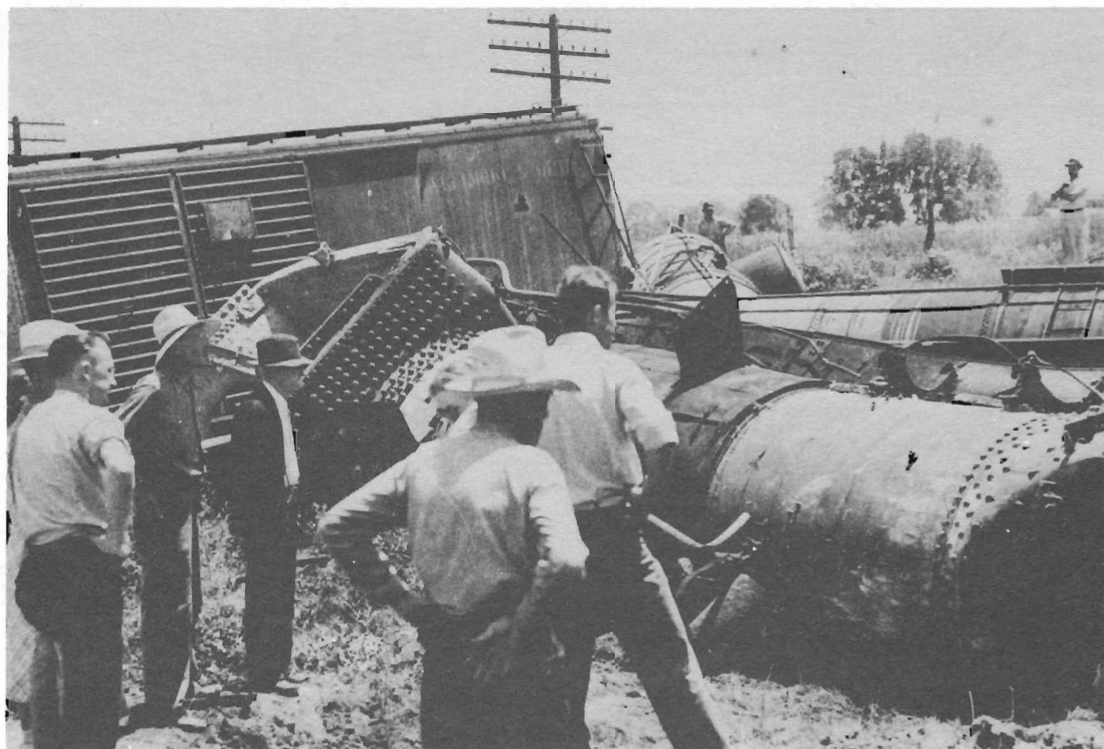
PASSENGER TRAIN #12 was wrecked as above photo shows when a switch lock was sawed in two, the switch lined for the side track, and the derail left on, by a man that wanted to see a train wreck. Engineer Carl Van Allman was killed in the wreck. Fireman Lon Purcell escaped with injuries. Conductor of #12 was C. Childers. The perpetrator of the crime was arrested at New Baden, Illinois and on November 21, 1924, he pled guilty to first degree murder. He was sentenced to life imprisonment with the proviso that each year on October 3, the anniversary of the day of the crime, he should spend in solitary confinement to reminisce on the deed.



*Credit: Robert Wilson*

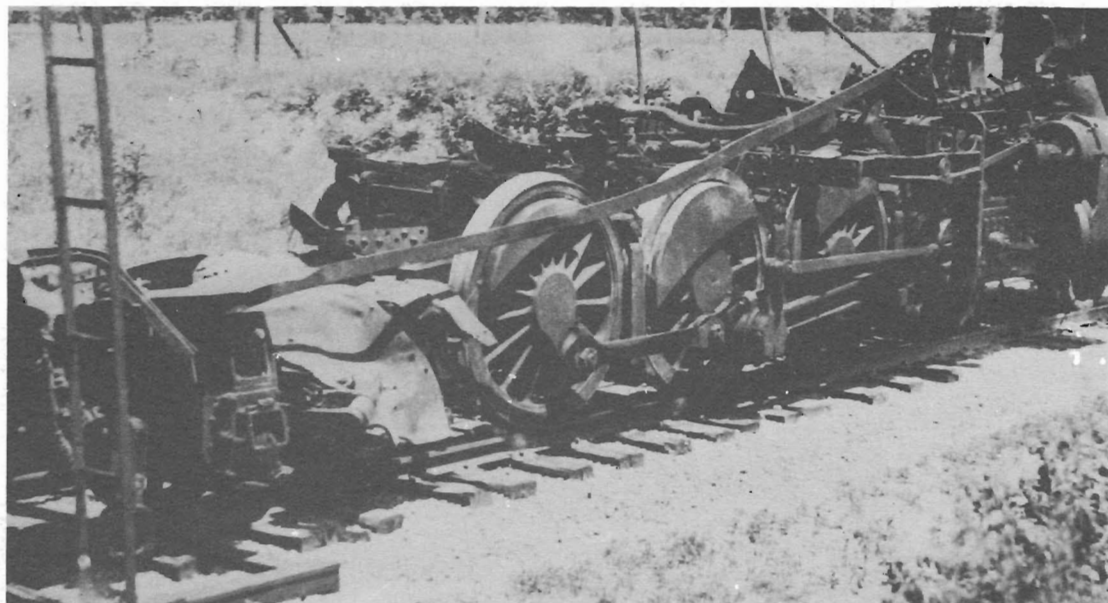
A second view of the wreck of passenger train #12 at Aviston, Ill., on October 3, 1924, showing Engine #5101 being raised.

## OSGOOD, INDIANA, June 21, 1937



*Credit: R. F. Smith*

THE LOCOMOTIVE OF BRANCH FREIGHT TRAIN #90 EXPLODED just east of the depot at Osgood, killing the crew consisting of George Gottberg, engineer, Roy Carr, fireman, and Charles Dickason, the head brakeman. Conductor W. F. Clause and Flagman G. T. Prall, who were riding in the caboose, were uninjured. Photo above shows overturned boiler.



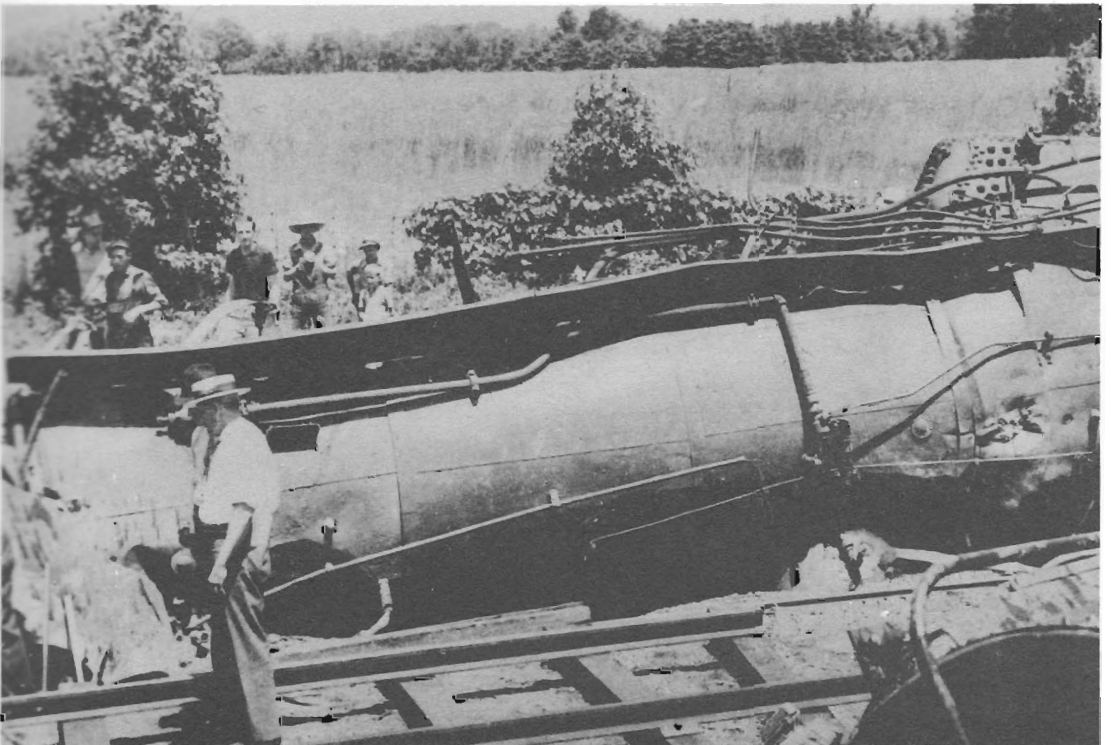
*Credit: R. F. Smith*

THE RUNNING GEAR of Engine #4575.



*Credit: R. F. Smith*

The superheating units of the #4575. Boiler end from which they were thrust is in center top background.



*Credit: R. F. Smith*

Another view of the overturned boiler of engine #4575.

10 NORTH VERNON, INDIANA

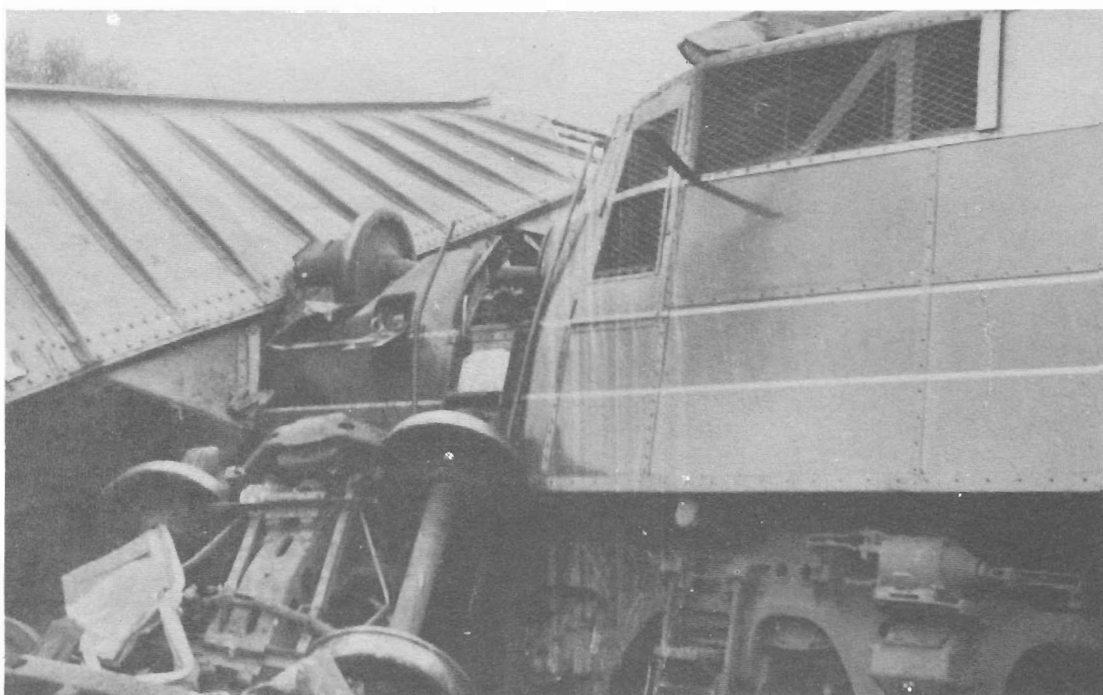
October 10, 1940



*Credit: R. F. Smith*

A cut of cars that were set off in Whitcomb by #89 with Hank Oelslager engineer, rolled down and collided with others that were standing in Riley and caused the above pictured wreck.

NORTH VERNON, INDIANA , July 20, 1957, 9:37 a. m.,

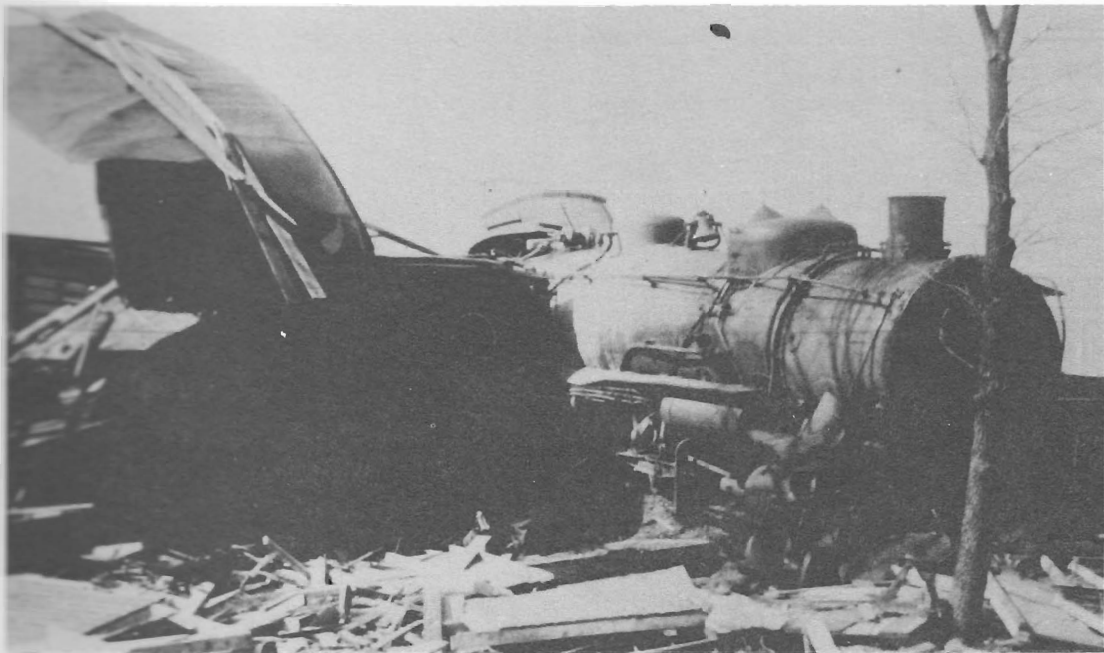


*Credit: R. F. Smith*

A rear end collision on the Oakdale hill between North Vernon and Butlerville resulted in the death of Engineer Clarence Hamilton and the subsequent death from injuries of Fireman Thurley Ghourley. Hamilton was the engineer on passenger train #3 with engines #1421 and #2408 and the conductor was Si Rink. The freight train involved was branch run #89 with Engineer August Jackson and Conductor Marvin Pierce. The nose of engine #1421 can be seen above buried in the debris of the wrecked caboose and rear cars of train #89.



## BUTLERVILLE, INDIANA, March 31, 1943



*Credit: Robert Wilson*

A smash-up at Butlerville when a west bound freight train with Fred Spurlin, engineer, and Harold Fortner, fireman, collided with a train standing on the main. James Buehler was the engineer and Elmer Scroggins was the fireman of the east bound train.

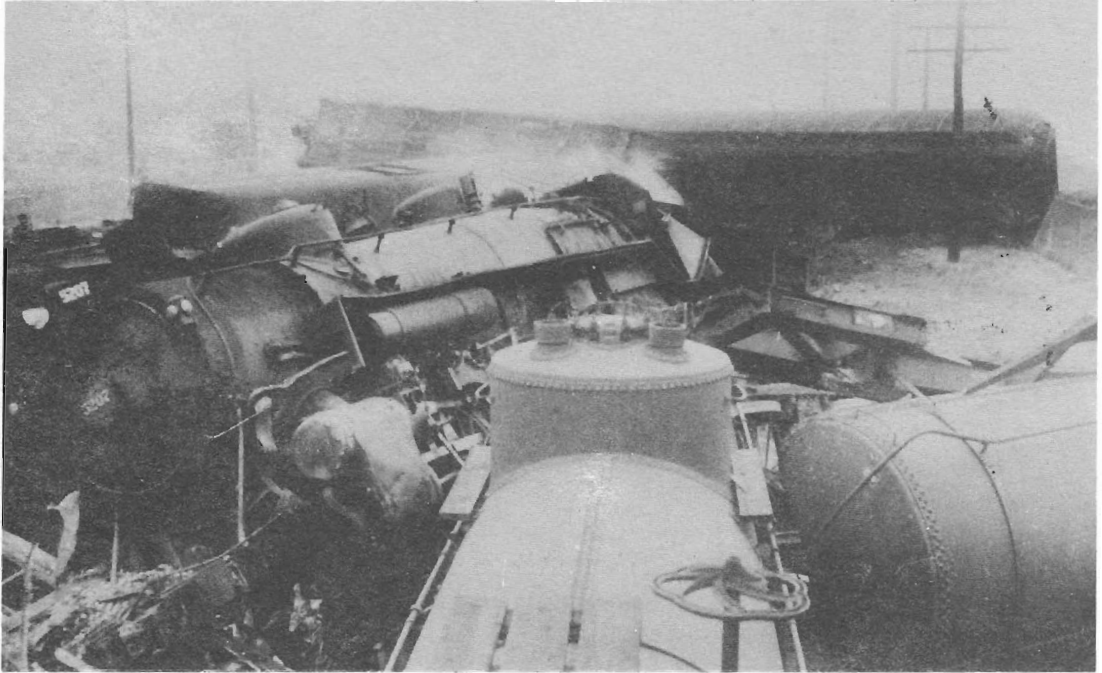


*Credit: Robert Wilson*

Another view of the Butlerville wreck. Fireman Harold Fortner stayed on this engine and escaped with injuries.

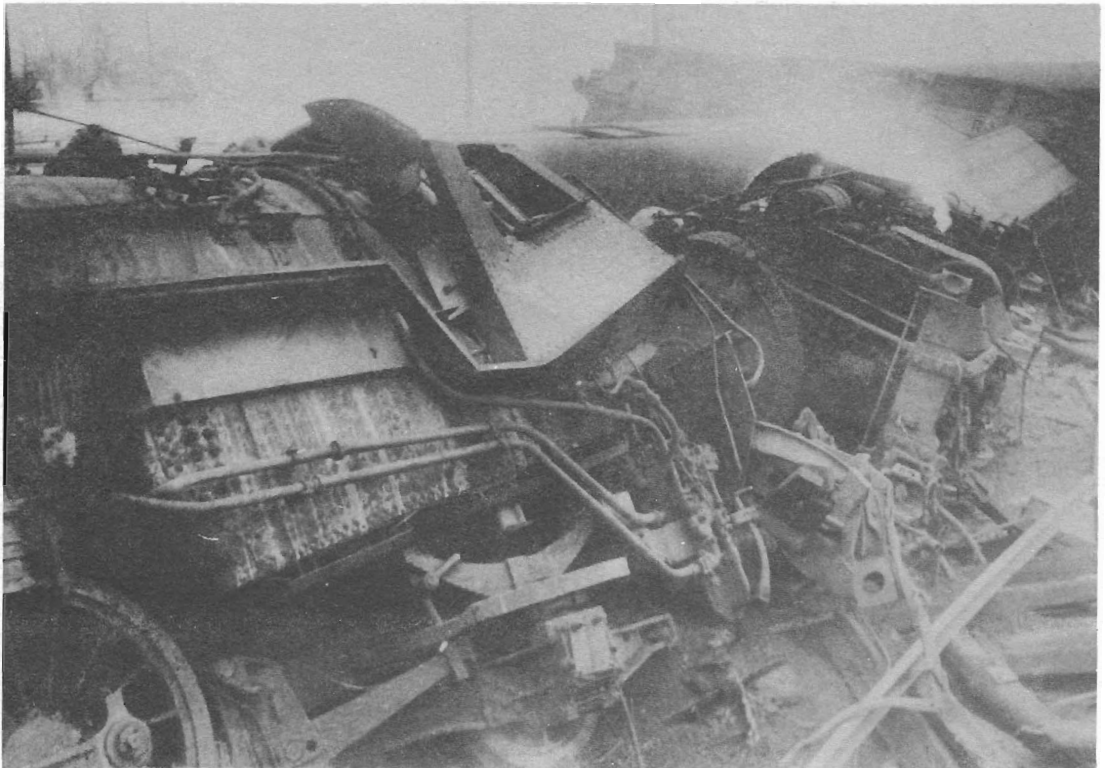


# LAWRENCEVILLE, ILLINOIS November 10, 1945 12:12 p. m.



*Credit: Elza Tharp*

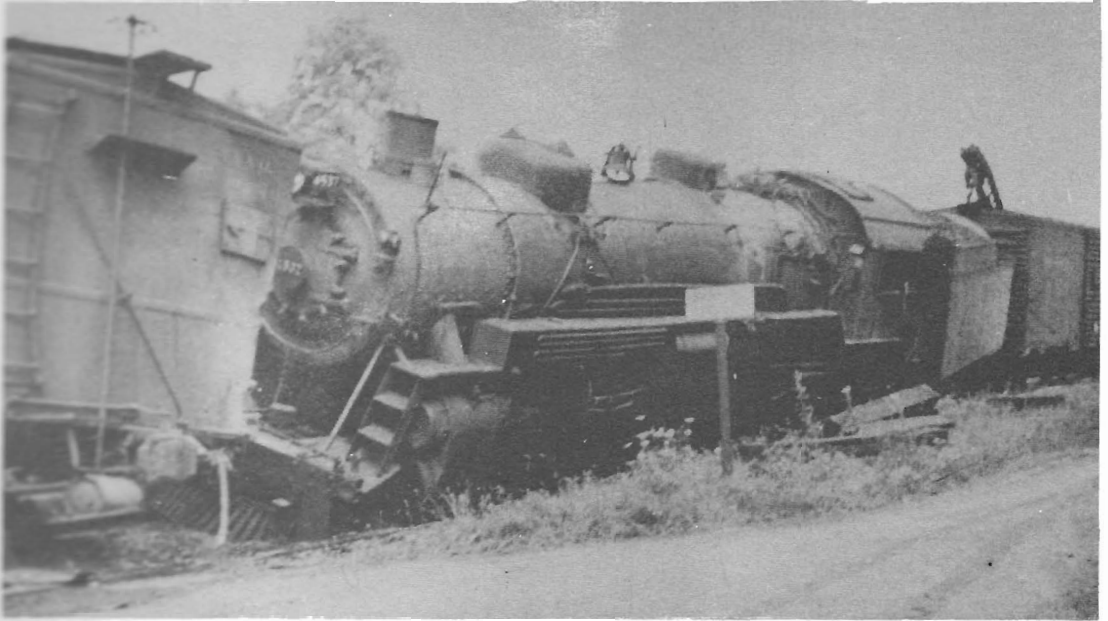
**THE WRECK OF TRAIN #122 at Lawrenceville, Illinois after hitting an oil truck on a crossing. The train was pulled by engines #5207 and #5205 with Engineers O. C. Bruce, who died enroute to the hospital after the wreck, and C. A. Reed. William Emmick and C. E. Fields were the two firemen. Conductor was E. Myers.**



*Credit: Elza Tharp*

**THE WRECKED ENGINES OF TRAIN #122 at Lawrenceville.**

## DEPUTY, INDIANA, July 10, 1943



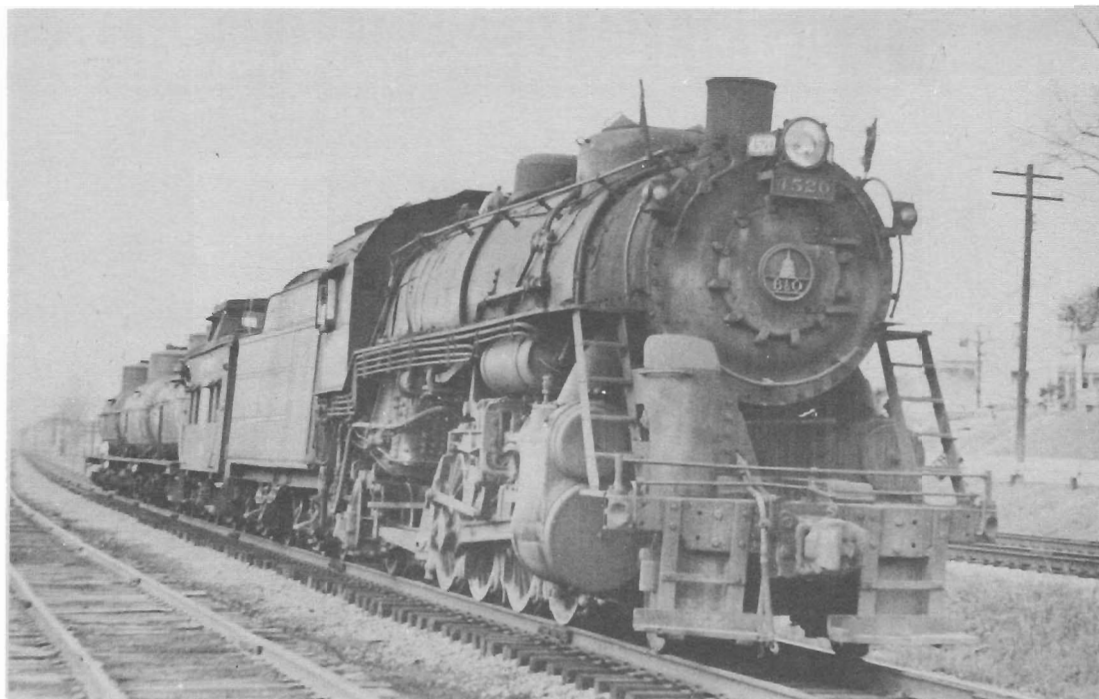
*Credit: Jack Lewis*

A SOUTH-BOUND FREIGHT TRAIN collided with an engine standing in front of the depot at Deputy, injuring Chester Spillman, the engineer and Elmer Scroggins, the fireman of the freight train. Fireman Scroggins jumped from the moving engine and was severely burned by acid that was released from a tank car. He died a few days later. Frank Thicksten and Harold Cooper were the engineer and fireman of the standing engine.



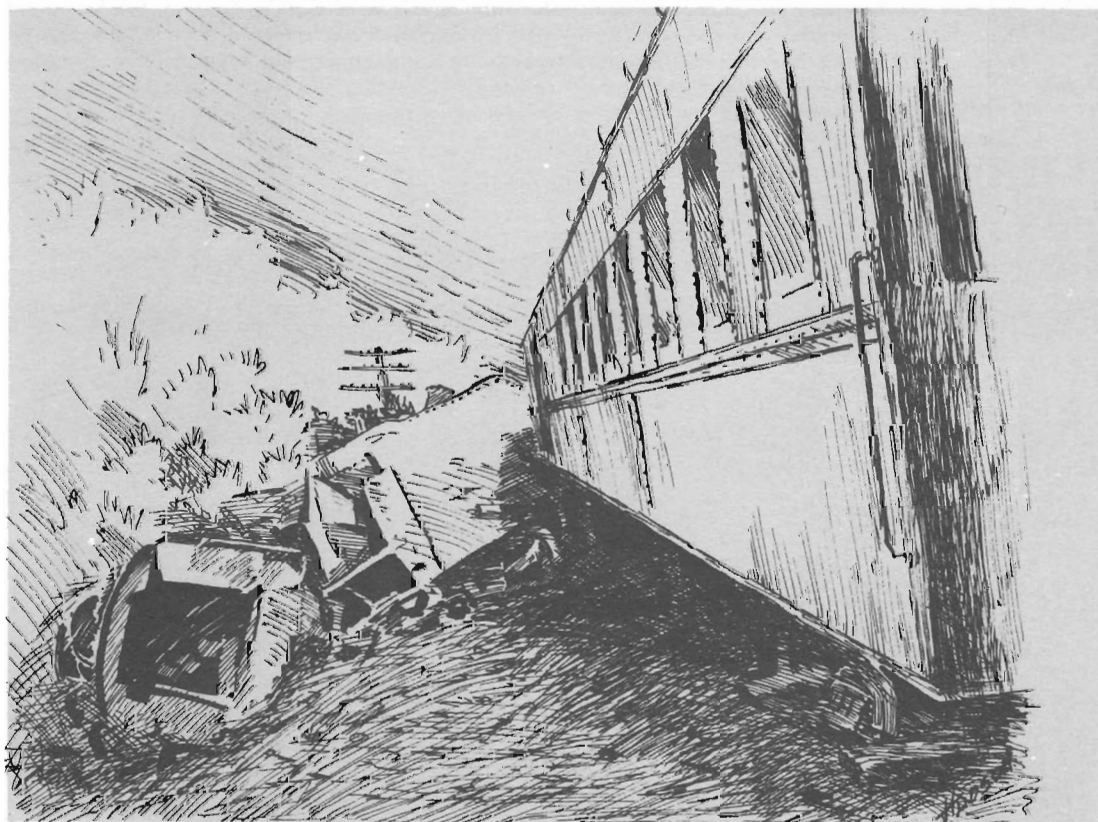
*Credit: Jack Lewis*

AN ADDITIONAL VIEW OF THE WRECK AT DEPUTY.



*Credit: Dan Finrock*

**ENGINE #4520 AT DELHI, OHIO, at work on the St. Joe District Switcher.**



*Credit: Drawing by Roe Hudson*

Two young boys of 8 and 11 years of age placed a steel tie plate on a crossing at Caryle and caused the above pictured wreck of the B. & O. "Diplomat." Luther McCool, the engineer, and his fireman were able to escape without serious injury. This sketch by artist, Roe Hudson, is copied from a newspaper picture. It shows the engine and separated tender on the side of the embankment.

# OLNEY, ILLINOIS, April 9, 1965



*Credit: Vincennes Sun Commercial*

FIFTEEN CARS OF THE ST. LOUIS TRAILER JET WERE WRECKED WHEN a wheel on the seventh head car broke and caused it and the fourteen cars behind it to derail. Engineer of the Trailer Train was Fritz Garland and the conductor was Ralph Grider.



*Credit: Vincennes Sun Commercial*

A SECOND VIEW OF THE WRECK AT OLNEY, ILLINOIS.



## SOURCES AND CREDITS

The sources of historical facts regarding the early history in addition to the newspapers of the day are: Early railroad stockholders reports, I.C.C. Valuation Docket 1068, Dr. Seltzer's "Abandoned Railroads of Bedford", various issue of the Monthly Railroad Gazette, "The Great Railway Celebrations of 1857" by Smith, Histories of Cincinnati and St. Louis, and the county histories of those counties whose land the railroad bisected. I am especially thankful to the librarians at the Cincinnati Public Library, the Louisville Public Library, the Mercantile Library, Cincinnati, Ohio, the Library of the Cincinnati Historical Society, the Interstate Commerce Commission Library in Washington, D. C., the Library of Congress, the American Association of American Railroads Library in Washington, D. C., and the county libraries located at Seymour, Indiana, Washington, Indiana, Vincennes, Indiana and North Vernon, Indiana. County Recorder, Millard Branham, of the Jennings County Courthouse, has been most cooperative in making available the excellent collection of old newspapers located there. Mr. and Mrs. Robert Barlow of North Vernon, Indiana, have been of invaluable help in identifying figures in the photographs as has Lynn Robertson of Seymour, Indiana, and others. My thanks to all those who contributed stories and pictures. I wish to convey my appreciation for a job "well done" to Roe Hudson, the artist of the excellent illustrations, to my daughter, Terie, for the cover illustrations, to my wife, Vivian, for the cover lettering, and to Mr. Willis Strang of the printing company for his cooperation and attention to detail that made this excellent printing job possible.



# ENGINEER'S ROSTER

## A

1883 Ackley, Isaac  
1884 Ackley, T.A.  
1884 Adams, James  
1887 Adrick, Peter  
1907 Allen, J.E.  
1941 Anderson, L.S.  
1869 Apgar, George  
1864 Apgar, Isaac  
1921 Arnold, Ed.  
1885 Arnold, F.N.

## B

1956 Baber, James  
1868 Baker, A.J.  
1864 Baker, James  
1864 Baker, John  
1874 Baldwin, Geo.  
1888 Ball, Wm.  
1879 Banta, Joseph  
1884 Banta, L.F.  
1941 Barlow, Basil  
1920 Barlow, R.L.  
1929 Barlow, Wm. K.  
1927 Barnett, L.C.  
1945 Barricklow, A.M.  
1873 Barringer, Geo.  
1867 Barus, A.J.  
1898 Baughman, E.  
1910 Bender, Geo.  
1913 Beech, Omer  
1918 Beeson, Chas. H.  
1885 Bennet, G.M.  
1888 Bennet, Malcomb  
1865 Bicknell, S.G.  
1866 Birge, E.D.  
1924 Bishop, D.R.  
1942 Bishop, J.D.  
1904 Black, M.C.  
1918 Blain, Robt.  
1890 Bliss, J.C.  
1879 Boone, Melvin  
1864 Bowers, Wm.  
1944 Bower, J.W.  
1884 Bowman, Thos.  
1904 Boyles, Ed.  
1889 Boyles, J.  
1866 Brambley, Wm.  
1943 Brannagel, H.E.  
1864 Briggs, Chas.  
1864 Brink, Louis  
1944 Briscoe, W.F.  
1959 Brock, R.E.  
1866 Brombley, J.W.  
1940 Brooks, S.L.  
1864 Brown, H.C.  
1865 Brown, Horace  
1867 Brown, James  
1865 Buckley, James  
1928 Buehler, J.E.  
1911 Buhner, J.H.  
1872 Buhner, Henry  
1872 Burbanks, H.H.  
1885 Byrd, F.M.

## C

1905 Cadden, Dan  
1942 Carroll, Clinton H.  
1944 Carroll, Ed P.  
1872 Carson, John S.  
1884 Chadwick, H.W.  
1900 Chambers, Wm.  
1870 Chance, Wheeler  
1864 Chandler, James  
1944 Chastin, Earl C.  
1943 Chastin, Oral C.  
1887 Christian, John  
1940 Clapp, W.O.  
1944 Clouse, C.  
1942 Cochran, Chas.  
1940 Cochran, Lawrence  
1877 Cogswell, W.J.  
1944 Colford, David  
1905 Conley, R.J.  
1878 Connors, Pat  
1903 Cox, A.L.  
1947 Cox, Richard  
1940 Cox, W.W.  
1900 Craig, C.B.  
1900 Crane, Geo.  
1900 Cramer, C.H.  
1900 Cunningham, W.H.

## D

1867 Daniels, Asa T.  
1878 Daniels, C.  
1902 Danver, Geo. H.  
1884 Denver, J.T.  
1879 Danver, W.E.  
1865 Daughters, W.T.  
1870 Davis, Geo.  
1913 Darling, John  
1906 Darling, W.T.  
1907 Day, E.R.  
1898 Day, Frank  
1899 Day, W.E.  
1955 Decker, H.O.  
1964 Decker, Henry  
1942 Decker, Oscar G.  
1964 Deely, J.B.  
1941 Deely, J.P.  
1949 Denning, B.L.  
1944 DeVersy, Vernon  
1903 Dixon, L.  
1941 Dittmer, J.P.  
1927 Dollens, F.R.  
1917 Dollens, John R.  
1918 Donahue, Ed  
1879 Donnell, Americus  
1883 Donnell, John  
1898 Donohue, Jas.  
1919 Dorsett, R.A.  
1941 Doughty, Guy  
1941 Dowell, Van  
1914 Downing, Medford  
1909 Downs, Fred  
1941 Downs, Lloyd  
1943 Downs, Roy E.  
1943 Doyle, C.J.  
1941 Duncan, John  
1883 Dunham, E.S.  
1924 Dunnahoo, O.T.  
1883 Durham, A.  
1899 Durham, Herb W.  
1873 Durham, Theo.

## E

1864 Eames, A.  
1905 Elrod, W.E.  
1883 Emery, Raul  
1864 Erwin, George  
1864 Erwin, James  
1889 Evans, Albert  
1885 Evans, Frank  
1884 Ewing, Chas. W.

## F

1866 Fairbanks, F.G.  
1864 Farrer, Stephen  
1905 Findley, H.  
1879 Fisher, Charles  
1945 Fisher, C.G.  
1929 Fisher, C.H.  
1941 Fitts, Paul N.  
1865 Fitzgerald, Jos.  
1866 Fitzgerald, Morrow  
1867 Flandermark, A.  
1864 Flanders, Jas.  
1941 Fleetwood, Earl  
1941 Fletcher, Burley  
1964 Fletcher, Lloyd  
1905 French, Harry  
1948 French, Lawrence  
1932 French, Leo, J.  
1898 Fry, Charles  
1944 Funke, Albert

## G

1882 Gabard, A.J.  
1890 Gabriel, James  
1864 Gardner, Jos.  
1898 Gary, M.  
1869 Gaskill, E.  
1942 Gates, Lurid F.  
1964 Gearries, L.C.  
1908 German, John  
1943 Gerrard, Fred  
1864 Gibson, H.  
1865 Gillian, Joe.  
1872 Glenn, Richard  
1864 Good, Isaac  
1865 Goodell, R.

1865 Gordon, C.A.  
1900 Gorman, John  
1923 Gottberg, G.W.  
1868 Goudy, Elijah  
1964 Gourley, Wm. B.  
1952 Grant, Ray  
1901 Grassele, C.W.  
1959 Green, G.W.  
1905 Green, Sam  
1910 Green, F.H.  
1959 Grein, Dennis  
1907 Gudge, Tom

## H

1869 Hadley, Wm.  
1905 Hagan, C.B.  
1880 Hale, S.T.  
1868 Halvey, John  
1942 Hamilton, C.  
1941 Harding, C.R.  
1928 Hartman, Pete  
1928 Hastings, J.F.  
1905 Hatfield, C.W.  
1864 Heaton, R.F.  
1907 Hedges, Joe  
1911 Hefferman, J.C.  
1908 Hefferman, M.  
1928 Heller, G.L.  
1924 Henry, George  
1944 Hercamp, Fred  
1870 Heunika, Cass  
1901 Higdon, Thos.  
1870 Hill, Wm.  
1964 Hinkle, Byron  
1941 Hinkle, Ross  
1894 Hitch, Ed.  
1901 Hodapp, Fred  
1901 Hoefler, John  
1884 Hogan, H.M.  
1906 Holland, F.T.  
1905 Hollman, H.S.  
1907 Hooper, E.E.  
1918 Horan, Peter  
1865 Howland, N.  
1884 Huffman, W.P.  
1944 Hughes, J.M.  
1865 Hull, Benj.  
1907 Hulse, Joe  
1883 Humphrey, Ennis  
1873 Hurfel, Chas.

## I

1960 Ice, A.L.

## J

1942 Jackson, H.L.  
1949 Jackson, M.  
1941 Jackson, A.M.  
1931 James, L.L.  
1914 Jenkins, D.B.  
1901 Jenks, H.E.  
1927 Jennison, E.R.  
1894 Johns, E.H.  
1964 Johnston, Guy, Jr.  
1942 Johnston, T.J.  
1868 Jones, T.E.  
1941 Joyner, D.R.

## K

1960 Kasper, M.J.  
1955 Kehue, Albert  
1867 Kendali, W.F.  
1899 Kennedy, John  
1898 Kernan, J.H.  
1864 Kidd, Peter  
1913 Kimberlin, M.H.  
1937 Kinney, Harry  
1882 Kinney, J.W.  
1905 Kirkwood, Dave  
1898 Kirkwood, W.S.  
1942 Koenig, Jack  
1885 Kurtz, Jacob  
1944 Kysar, Virgil

## L

1906 Laffey, R.F.  
1864 Lamott, Jacob  
1924 Lane, W.G.  
1889 Lee, Aley  
1941 Lee, Cecil  
1905 Lemon, Walter  
1889 Leslie, Cmt  
1885 Lester, Dan  
1891 Lewen, John  
1910 Lewis, H.T.  
1929 Lewis, Jack  
1910 Lewis, C.B.  
1923 Lewis, Robt. E.  
1886 Leyman, John  
1897 Leyman, T.  
1928 Licking, F.W.  
1945 Lindsey, G.E.  
1879 Little, John  
1865 Loomis, George  
1905 Loyd, Ellsworth  
1905 Loyd, W.A.  
1928 Luedeke, John W.  
1941 Lunte, Walter

## M

1866 Macker, Dan  
1917 Mahorney, O.C.  
1932 Mahorney, O.L.  
1906 Malick, Earl  
1907 Marsh, Elgin  
1896 Markel, Cliff  
1943 Martin, Jess  
1944 Martin, John  
1867 Mason, M.B.  
1890 McCabe, Harry  
1867 McCarthy, Pierce  
1887 McCarty, Thos.  
1865 McCleary, John  
1898 McClellan, G.B.  
1864 McElvain, Alonzo  
1870 McElvain, E.L.  
1941 McGrath, James  
1885 McGreager  
1902 McManamon, James  
1864 McMillen, E.E.  
1865 McNutt, Daniel  
1906 Medlock, E.G.  
1941 Mendall, Harry  
1901 Mendall, John  
1944 Mendall, Virgil  
1864 Metzger, Dan  
1942 Miller, Clyde  
1920 Miller, Dale  
1911 Miller, R.C.  
1864 Minner, Robert  
1865 Minnick, S.H.  
1945 Minter, C.M.  
1898 Mix, August  
1865 Monroe, James  
1865 Moore, J.D.  
1944 Moore, Orval  
1879 Morgan, Henry  
1864 Morgan, John  
1943 Morris, H.L.  
1867 Morris, Joseph  
1905 Moses, D.W.  
1870 Moshier, Wm.  
1873 Mulligan, James  
1865 Murdoch, Jno.  
1893 Murph, W.R.  
1884 Murphy, Charles  
1882 Murphy, J.B.  
1877 Muster, S.H.  
1920 Myers, G.W.  
1919 Myers, Lon

## N

1941 Neal, North  
1887 Noon, John  
1921 Noon, Wm.  
1885 O'Brien, M.  
1916 O'Donnell, Walter  
1891 Oleslager, Henry  
1921 Oleslager, R.L.  
1908 Oleslager, Herman  
1917 Ormsby, Charles  
1889 Ormsby, John  
1941 Overturf, L.E.  
1910 Owens, Elisha

## O

# P

1864 Palmer, James  
1920 Palmer, N.G.  
1866 Parrish, J.L.  
1924 Payne, W.  
1866 Payton, B.  
1882 Payton, J.C.  
1934 Pease, Pearl  
1887 Perry, Wn.  
1945 Pfau, Louis  
1901 Phillips, A.  
1883 Phipps, Larkin  
1866 Pickett, Geo.  
1960 Plummer, Russell  
1945 Polling, Warren  
1942 Pollock, Clarence  
1901 Pomeroy, J.  
1892 Postlewaite, Wm.  
1906 Poston, C.M.  
1910 Praul, H.E.  
1881 Price, John  
1890 Pruitt, Lon  
1865 Pullen, James

# R

1885 Radspinner, J.C.  
1905 Railing, B.H.  
1964 Ralph, W.G.  
1907 Rancey, E.A.  
1871 Reagan, Peter  
1865 Redding, Pat  
1914 Redman, Homer  
1869 Reeves, J.G.  
1960 Rice, Robert  
1885 Rieger, John  
1898 Righthouse, S.A.  
1937 Ringer, Joe  
1950 Ringer, Robert  
1959 Roark, Herb  
1885 Robinson, Byron  
1866 Robinson, Nathan

1885 Robinson, W.D.  
1944 Rodgers, John  
1905 Rodgers, S.A.  
1960 Rodgers, S.W.  
1944 Rodgers, W.R.  
1928 Roehm, Hugh  
1884 Rops, John A.  
1864 Rops, W.T.  
1884 Ross, J. A.  
1899 Ross, Omer  
1906 Rucker, Ira  
1945 Russell, Earl  
1907 Russell, Ed  
1871 Russell, Dave  
1960 Ryan, A.J.

# S

1865 Sanborn, A.J.  
1879 Scanlin, Ed  
1907 Scharr, Jake  
1923 Scheider, Frank  
1959 Scheider, Ivan  
1886 Schooler, G.W.  
1873 Schoenburger, J.  
1885 Schroeder, H.  
1882 Seaman, John W.  
1865 Sedgwick, Jno.  
1901 Seelinger, Ike  
1864 Selby, C.W.  
1964 Shaw, Ed  
1866 Sheer, James  
1906 Sheddick, Thos.  
1872 Sheron, Pat  
1944 Shinness, Clarence  
1907 Siefker, Hugh  
1941 Simpers, Emmet  
1864 Sisk, James  
1925 Smith, Charles E.  
1892 Smith, John W.  
1955 Smith, Raymond R.

1951 Smith, Robert F.  
1906 Snow, F.J.  
1865 Spaulding, S.F.  
1942 Speckner, John S.  
1908 Spillman, A.W.  
1942 Spillman, Barney  
1941 Spillman, Chester  
1949 Spurlin, F.R.  
1901 Stahl, F.J.  
1918 Starr, Cliff  
1900 Stetler, F.C.  
1907 Stevens, Oscar  
1907 Stewart, Jos.  
1899 Stubblefield, M.A.  
1871 Sullivan, H.H.  
1910 Sullivan, W.H.  
1864 Suttle, Frank  
1905 Sutton, W.  
1962 Sutton, John  
1951 Sweet, Ralph

# T

1905 Temple, R.A.  
1907 Tierney, Geo.  
1948 Thatcher, F.J.  
1865 Thompson, Archie  
1871 Thorn, Steven  
1879 Toms, Alex  
1910 Trueblood, C.F.  
1905 Tullis, J.C.  
1869 Turk, Jno. M.

# V

1892 Vail, Wm.  
1866 Voke, Isaac  
1870 VanCleve, Alonzo  
1883 VanHorn, J.C.  
1869 Vanordstrand, Rob.  
1943 Vogel, Wm. J.

# W

1904 Wagner, Wm.  
1955 Wagoner, Alfred  
1892 Walker, J.R.  
1886 Walkup, George  
1905 Wall, F.M.  
1937 Wallace, George  
1882 Wallace, C.R.  
1882 Wallace, R.H.  
1890 Walters, Charles  
1884 Walton, Amos  
1869 Washington, F.C.  
1882 Weddle, James  
1941 Weddle, Thomas  
1928 Weideman, John  
1864 Welcome, Theo  
1864 Wells, Ed  
1942 Wells, Frank  
1942 Welmer, Wm.  
1891 Welsh, John  
1891 Wheeler, Henry  
1912 White, A.L.  
1866 Whitehouse, Jesse  
1864 Whitmore, E.B.  
1907 Widener, J.M.  
1883 Williams, Harvey  
1905 Williams, J.H.  
1905 Williams, J.L.  
1864 Williams, J.R.  
1944 Wilkerson, Wm.  
1924 Wilson, Dennis  
1871 Wilson, Frank  
1906 Wood, F.W.  
1899 Wood, W.C.  
1866 Woods, Joseph  
1949 Wyant, L.R.  
1897 Wyatt, James



DIV. 39

1864

Aggar, L.N.  
Baker, A.J.  
Baker, James  
Baker, John  
Bawers, Wm.  
Briggs, Charles  
Brink, Lewis  
Brown, H.C.  
Chandler, James  
Collard, Daniel  
Cox, Richard  
Eames, A.  
Erwin, George  
Erwin, Joseph  
Farrer, Stephen  
Fitzgerald, Joseph  
Flanders, James  
Gardner, Joseph  
Gibson, H.  
Good, Isaac  
Heaton, R.F.  
Horton, J.F.  
Kidd, Peter  
Lament, Jacob  
McDonald, John  
McElvain, Alonzo  
McMillen, Ephram  
Mangus, Daniel  
Minger, Robert  
Mogaa, John  
Palmer, James  
Ross, W.T.  
Selby, C.W.  
Sisk, James  
Suttle, Frank  
Welcome, Theo  
Wells, Edward  
Whitmore, E.B.  
Williams, John R.

1864.

**Quick Time.**

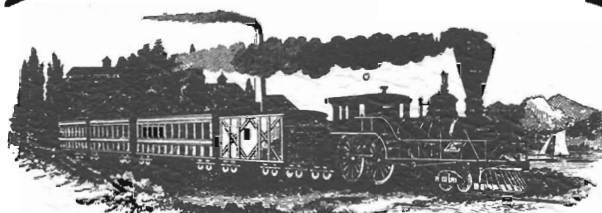
1864.

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NEW ORLEANS**

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Gen'l Supt, Cincinnati.**JAMES JONES,**  
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